DeLoreanWorld

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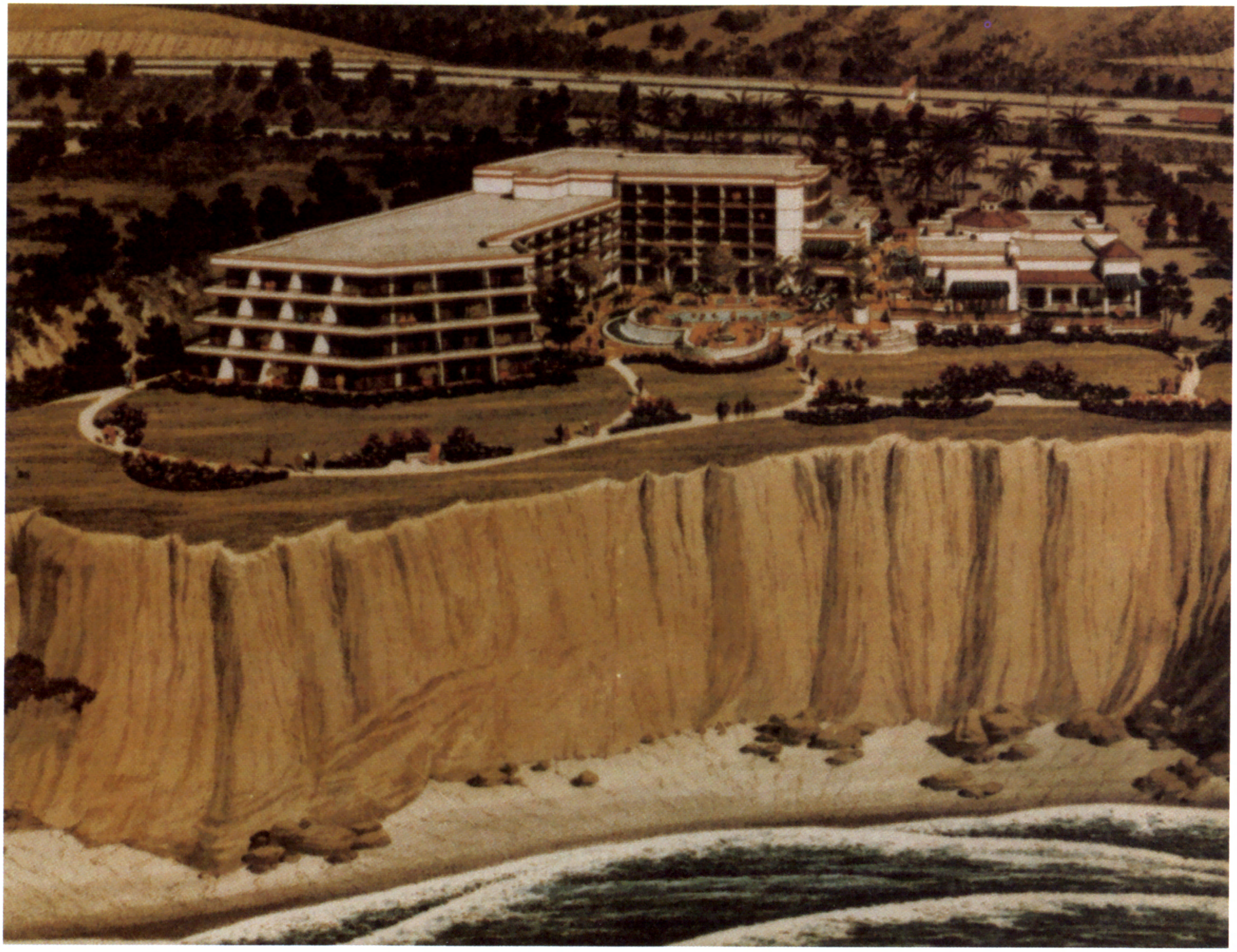
One of a Kind!



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DELOREAN OWNERS ASSOCIATION
CHAPTER TWELVE

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DELOREAN WORLD

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DeLoreanWorld

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EURO EXPO 93 September 9-12, 1993
Belfast, Northern Ireland

YOUR OPPORTUNITY to visit the former DeLorean Motor Company manufacturing plant in Dunmurry, Northern Ireland and drive the original test track.

WATCH FOR DETAILS NEXT ISSUE.

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PRESIDENT'S MESSAGE

By David Knudson

What's different?

Undoubtedly, you've noticed that this issue of DeLorean World is much different than past issues. The entire format has been updated, we're using more color and there are more technical articles. There is one other thing that's different — a schedule. We will be adhering to a strict publication schedule this year so you'll be able to count on receiving each issue on a firm quarterly basis. Here are the mailing dates: February 15th, May 15th, August 15th and November 15th.

EURO EXPO IS COMING.

As our worldwide base expands, a chapter has been formed in the U.K. and one is in the development stages in Japan.

You have read about Robert Lamrock and Keith Pratt of Chapter 38 in past issues of DeLorean World. Upon reading my last president's message, which stated that we had not scheduled an Expo for '93, they both contacted me. Their idea was to hold a European Expo in Belfast this year, which would be run by the members of Chapter 38. The Board unanimously agreed it was a wonderful idea.

You will be kept abreast of the plans and you'll be receiving an invitation, of course.

YOU LOOKED GOOD.

A written report was submitted to me by the Leyland West agency profiling a typical DeLorean Owners Association member.

This profile was based on the nearly 700 responses we received from our insurance questionnaires.

From an insurer's standpoint, our members look great. Although the agency has asked us not to publish the details, I can tell you that you are running with a very high-class crowd.

Shortly after receiving the report, we prepared another that gave an overview of the Association and the marque. At this point in time, the package is being marketed to insurance carriers with the hope that we will have some answers by April.

CHAPTER ACTIVITIES.

You'll notice the ads and reports for past and future chapter activities. You'll also notice, from the calendar of events, those chapters which are most active.

Through the years, we have received numerous letters from members across the country complaining that there is not a chapter near them or the one that is, just doesn't have enough activities.

Having been closely involved in virtually every Association national event, I am well aware of the effort involved in even putting on the smallest get-together. But if they're well-planned and well-run they are extremely enjoyable and productive.

A good example of this is Chapter 12's Kite Flying Contest. It certainly wasn't elaborate but it brought people together so they could talk and learn about their cars. There's a unique camaraderie among DeLorean owners.

For those who are interested, we have published a very detailed manual that covers chapter management and the do's and don't's of running a successful event. If you would like one, call Millie Bernstein, National Chapter Coordinator, at (818) 993-0967.

WHAT'S A DELOREAN WORTH?

Questions regarding the value of a DeLorean are rather common.

Rick Cole (the auto auctioneer who thought you didn't have enough room to open your DeLorean's doors in a garage because they swung out too far) continues his DeLorean bashing. In a recent Autoweek article about John Z. and the marque, he stated that a good DeLorean goes for around $9,000.

Yes, there are those lucky few who have found a beautiful DeLorean in the hinterlands and got it for a song. But the $9,000 DeLoreans I've seen (and one was at a Cole auction) have been thrashed to death by some careless soul. They couldn't even start the one at Cole's auction.

In addition to the condition and hinterland factors of a given DeLorean, one other factor enters in - panic selling by people who don't understand the rare car market. Typically, these owners will put their car in the classified section of their local paper the first weekend and no one will buy it. The second weekend they'll lower the price and still no sale. Eventually, they'll dump it at a car lot for far less than it's really worth.

The number of people who buy rare cars compared to the old standards is minute. So, it is essential to find the right person at the right time. But, if your DeLorean is in excellent shape, that rare bird will find you. It might take several months. But you'll sell it at a good price.

A HIGHLY-RATED DELOREAN TV SHOW.

No, it's not "Back to the Future"; it's "Back FROM the Future" - a show produced by our own Robert Lamrock for Ulster TV in Belfast. Robert reports that the half-hour show garnered a huge 50% of the available audience in prime time. He feels that the ratings were so high that the station may consider a show devoted totally to the Association.

The well-prepared show includes original DeLorean footage, interviews with plant executives, a ride on the "DeLorean Ride" in Orlando, Florida, an interview with Steven Spielberg, as well as several Association members and a lot of other things of interest to DeLorean owners.

The tape was made available for sale at the Expo and will be available to all members shortly.

Hope you like the new format.

EDITOR'S NOTE

By Kay Myhre

DeLorean World takes pride in the quality of your continued involvement. Many of you are experts in a variety of specialties. DeLorean World routinely offers many features including personal accounts, numerous news briefs, informative technical information, and innovative commentary about the DeLorean automobile and the DeLorean enthusiast.

DeLorean World is taking on a new look with this issue. It is exciting and challenging to work with you and for you. Thank you for your support of and interest in this publication.

Freelance writer Mike Knepper was at the Phoenix, Arizona DeLorean Expo '92 on assignment for "Car and Driver" magazine. Most of the attendees knew he was there, but few knew of his personal relationship with the DeLorean Motor Company.

Mike Knepper began his freelance writing career in the spring of 1982 shortly after being "laid off" from his position as Director of Public Relations for DMC, a position he had held for nearly two years.

Mike worked in the DMC corporate headquarters at 280 Park Avenue in New York City. He was in daily contact with John Z., and spent many hours in DeLorean's huge 48th floor office. "The suite of offices, by the way," Knepper comments, "had been the Exxon Corporation board room and attending offices, and were beautifully decorated with marble floors and huge expanses of glass."

Knepper was originally hired from "Car and Driver" to be DeLorean's contact man with the enthusiast magazines, but his duties quickly expanded to include all the company's public relations activities.

"In those heady days of 1981, my problem wasn't in getting publicity, it was in sifting through all the requests to make the best use of the media and John's time," he recalls.

"I made several trips to the plant in Dunmurry, and watched it develop from a half-constructed empty warehouse to a humming automobile assembly plant over a remarkably short period of time," Knepper says. "All this was happening when 'the troubles' were at a pitch. I was in Belfast the night Bobby Sands, the hunger striker, died. Many mornings I arrived at the factory to find the fire hoses still strung through the halls of the office where they had been laid in case of fire-bomb attacks during the night."

"Despite the problems surrounding our operations in Northern Ireland, everything going so great, then it just as suddenly started to go sour. You all know the story of what I call the Demise," he says.

Knepper said he thoroughly enjoyed the DeLorean Expo in Phoenix, and is looking forward to putting a story together. No, he does not know what issue it will be in, but has promised to let DeLorean World know when he does.

"I had no idea what I would find in Phoenix," Knepper said. "Single marque club people can tend to be a bit, well, annoying. But not this DeLorean Owners Association bunch. They come from all walks of life to share a mutual enthusiasm, and they share it with great, good fun. And it was very satisfying to discover just what a good car DMC made."

In addition to working at "Car and Driver," Knepper, originally from Missouri but now living in Connecticut, has held staff positions at "Road and Track" and "Motor Trend." You can find his byline in magazines ranging from "Better Homes & Gardens" to airline in-flights.

In this issue of DeLorean World, you will read editorial contributions from Guy Avellon, Ed Bernstein, Mary Lou Knudson, and Stephen Wynne, all regular writers for DeLoreanWorld, as well as first time writers, Steve Fincher and Mabel Walters. The readership would be pleased to hear from many more of you as you finalize your thoughts for publication. DeLorean World will continue as a quality publication based on expanding recognition of the DeLorean automobile as an astute automotive investment.

Kay Myhre

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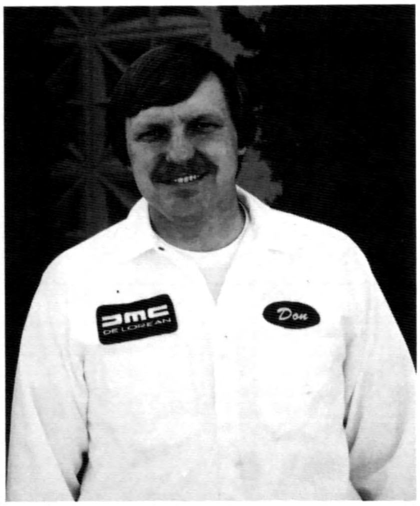

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MEMBER

Mary Ruth White

“I consider my three DeLoreans an excellent investment.”

Mary Ruth is the Current Fund Accountant at Rice University and a federally-licensed enrolled agent in private practice. She lives in Bellaire, Texas.

“Mary Ruth, what is the story behind your three DeLoreans?”

“Well, I liked the appearance of the cars from the very beginning. I feel safe in them and I think they’re an excellent investment as long as they’re well-maintained.

“I think they’re a very safe car because I was in a wreck with one. The accident severely damaged a pickup truck that hit me but all that happened to my car was a broken headlight, a cracked facia and the grille got knocked out. I just picked up the grille and drove off. But, they had to go to work on the pickup with crowbars before they could even move it.”

“When did you buy your cars?”

“I bought the first one in ‘82, the second in ‘87 and the third one in ‘88 on my way to an Association event in Las Vegas.”

“Have you had quite a bit of work done on your cars?”

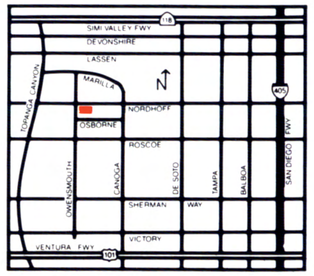
“With the exception of the accident, I’ve had hot and cold start problems fixed, a new master cylinder put in, normal maintenance work and also preventative maintenance.

“I believe in preventative maintenance because the first day I had one of the cars, I drove it to work at Rice. Everyone came out to look it over but when I turned the key, it wouldn’t start. The inertia switch was bad. So, in front of the crowd, I had to call a tow truck and have it hauled off. It was very embarrassing.”

“Why have you chosen to do business with DeLorean One?”

“I worked with DeLorean One long before they had a service facility here. In the early years, it was strictly mail order. I was always happy with what I received and they would also help me, over the phone, when I or my mechanic had questions.

“I want to keep my cars as close to original as possible. And I know that DeLorean One won’t put in any make-do parts or quick-fix wiring. I really have confidence in them.”



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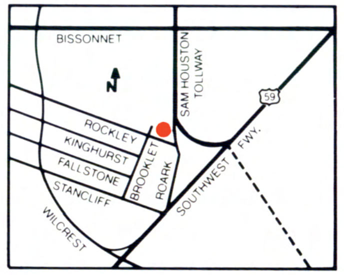

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DELOREAN ONE

AREA REGIONAL **CHAPTER CALENDAR OF EVENTS** FOR 1993

PAST – PRESENT – FUTURE

by Millie Bernstein, Area Regional Chapter Director

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

AREA REGIONAL CHAPTER 9

Southeast Texas
Mary Ruth White, Coordinator
(713) 664-1833

JAN 9	Monthly Meeting and Dinner Party, Galveston, Texas
FEB 14	Sunday Brunch, Houstonian Hotel
MAR 13	St. Patrick's Day Parade and Party
APR 17	Bluebonnet Rallye and Weekend

AREA REGIONAL CHAPTER 36

Long Island, New York
Eleanor Rogers, Coordinator
(516) 491-1248

FEB	Anniversary Dinner
MAR	Tech Seminar at Rob Grady's
MAY	Sports Car Club of America Car Show
MAY 14-16	Eastern Regional Run IV Spinner's Motor Inn and Restaurant, Hershey, Pennsylvania
JUN	Rallye to Montauk Point and Dinner, Guerney's Inn Jaguar Club of Long Island Car Show
JUL	Pool Party, Todd Zimmer's Home, and Westbury Gardens, Evening of Music
AUG	Westbury Gardens, Evening of Music
SEP	Labor Day Weekend to Limerock, Connecticut
OCT	Rallye to Long Island Wineries for music, wine, and food
NOV	Social and Covered Dish Dinner
DEC	Holiday Party

AREA REGIONAL CHAPTER 35

Lower New York, Northern New Jersey
Gary Masie, Coordinator
(201) 473-2832

MAY 14-16	Eastern Regional Run IV Spinner's Motor Inn and Restaurant, Hershey, Pennsylvania

AREA REGIONAL CHAPTER 22

Massachusetts, Maine, New Hampshire
Dick Stride, Coordinator
(802) 889-3732

JAN 16	Annual Meeting
APR 24-25	Technical Check, Rob Grady, Hopedale, Massachusetts
MAY 14-16	Eastern Regional Run IV, Spinner's Motor Inn and Restaurant, Hershey, Pennsylvania
JUN 20	Annual Trip to Newport Car Show, Newport, Rhode Island
JUL 18	Collings Auto/Air Museum, Stowe, Massachusetts, Meet in Natick, Massachusetts, Lunch, Gallagher's Restaurant
AUG/SEP	Overnight to Lincoln, New Hampshire to see Clark's Bears

AREA REGIONAL CHAPTER 12

Southern California
Ed Bernstein, Coordinator
(818) 993-0967

MAY 14-16	Cliffs at Shell Beach, Shell Beach, California

AREA REGIONAL CHAPTER 3

Minnesota
Bruce Benson, Coordinator
(612) 429-6912

MAY	Tech Seminar
JUN	Tour Black Hills, South Dakota

AREA REGIONAL CHAPTER 5
Georgia
Tom Long, Coordinator
(404) 449-1968

AREA REGIONAL CHAPTER 38
United Kingdom and Ireland
Robert Lamrock, Coordinator
02332-3281-22

MAY 1-3	NEC Birminghmam Car Show, Birmingham, England
SEP 9-12	EURO EXPO, Belfast, Northern Ireland

AREA REGIONAL CHAPTER 7
Northern Illinois and Southern Wisconsin
Don Gowler, Coordinator
(708) 397-0322

APR 4	"Kick-Off" Brunch
MAY 15	Tech Session
JUN 13	Picnic
JUL 17	Tech Session
AUG 8	Corn Fest Parade
SEP 18	Tech Session
OCT 9	Dinner Party
DEC 4	Holiday Dinner

AREA REGIONAL CHAPTER 2
Pennsylvania
Ronald Finelli, Coordinator
(215) 789-4326

JAN 24	Super Bowl XXVII Party and Winter Tech/Social
FEB 14	Atlantic City Classic Car Auction and Flea Market, Atlantic City Convention Center, New Jersey
MAR 20	Election of Officers Luncheon
MAY 1	Willow Grove Auto Show, Willow Grove, Pennsylvania
MAY 14-16	Eastern Regional Run IV, Spinner's Motor Inn and Restaurant, Hershey, Pennsylvania
JUN 27	Fairmount Park Vintage Grand Prix Auto Festival, Philadelphia, Pennsylvania
JUL	Summer Tech/Social, Door Adjustments
AUG 8	New Hope Auto Show, New Hope, Pennsylvania
SEP 4-6	Eastern Region Weekend at Lime Rock Park, Connecticut
OCT	Fall Tech/Social
NOV	Museum Social
DEC	Holiday Social

AREA REGIONAL CHAPTER 23
Ohio
Guy Avellon, Coordinator
(216) 866-5038

AREA REGIONAL CHAPTER 37
Utah, Wyoming, Southern Idaho, Western Colorado
Everen T. Brown, Coordinator
(801) 364-2642

Intermountain Chapter members get together on a monthly basis. Everyone is welcome to attend. To obtain the latest listing of events, contact Chapter Coordinator, Everen T. Brown and it will be sent to you immediately.

AREA REGIONAL CHAPTER 39
Northern California
Tina and Gary Hall, Coordinators
(707) 538-1662

SEASIDE

Bicycles Motorcycles

Gull wings, seagulls and pigeons at the marina. *Photo: Kjell Myhre*

Bright and early the morning of Saturday, October 24th, Chapter 12 held their first annual Kite Flying Contest.

The location was scenic Burton Chace park in Marina del Rey. The park, positioned on a point reaching out into the ocean, provided the perfect setting for a gathering of 23 DeLoreans.

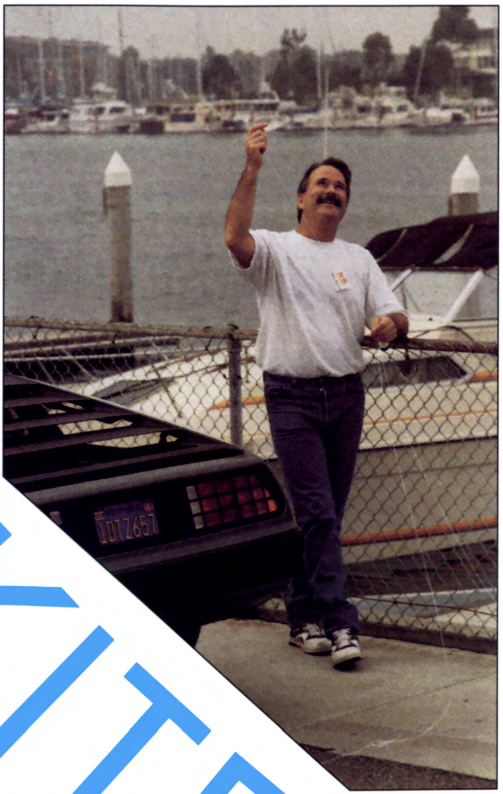
Festivities began with an array of sweet rolls and bagels accompanied by cups of steaming coffee to ward off the brisk morning air. Each contestant was then given a kite and string. At first, the cool breezes did little to encourage the contestants or their kites but before long, as was predicted, a healthy wind began lifting the group's spirits as well as their colorful entrants.

Although a few never mastered the art of kite building or flying, for that matter, most were able to compete admirably.

As flyers raced up and down the rolling hills, national Technical Director, Jon Spurlin, stayed put and won first place for the highest and longest flight in two heats. When asked his secret, he revealed he'd twisted his ankle on his first run so he couldn't move around like the others. This may be a hint for aspiring kite jockeys.

Winning positions were as follows: First heat - #1 Jon Spurlin, #2 Lee Leader, #3 Robert & Wanda Gessner; Second heat #1 Jon Spurlin, #2 Cy Farajpour & Judy Leader, #3 Lee Leader.

By noon, the contest was over and everyone vowed to repeat the fun same time, same place, next year.



"All your troubles are forgotten when you fly a kite," comments Harry Williams.

Wayne and Donna Hull, kite flying team par excellence.

KITE FLYING

By David Knudson

Photos: Kay Myhre

Kite flyers' parking lot at the marina.

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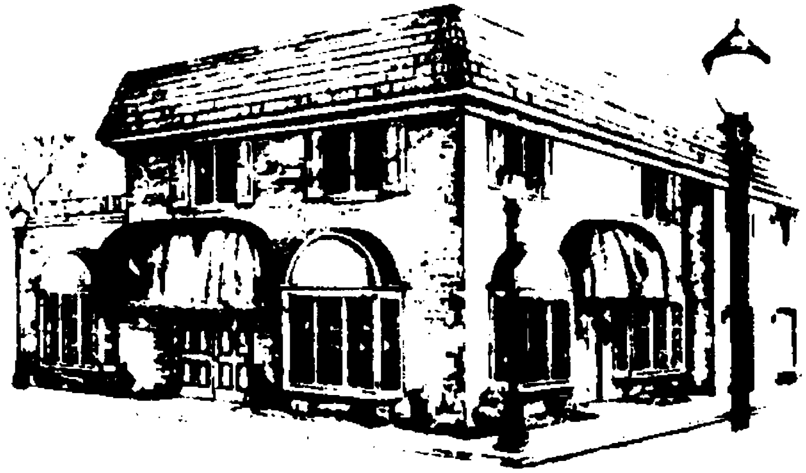

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All inclusive rate of $295/couple, $195/ single includes deluxe guest room, continental breakfast and private gourmet dinner both days, professional technical seminar, Dutch Country rallye, tour of antique Automobile Club of America and Chocolate World, Run IV memorabilia, awards, prizes, taxes and gratuities.

DELOREAN OWNERS ASSOCIATION
CHAPTER TWO

- -

FOR RESERVATIONS **(LIMITED SPACE Available)**

Please fill out and mail this form along with your check (payable to Bill Antrim, Treasurer) to: Dick Lash
409 Lark Drive
Newark, DE 19713
(302) 368-8273

Names of Persons Attending	Shirt Sizes S, M, L, XL

Name ______________________________
Address______________________________
City/State/Zip______________________________
Day Phone (_____)______________________________

Dinner Choice:	Chicken	Beef	Seafood
Friday			
Saturday			

EXPO 92 IS A HIT!

by Mary Lou Knudson, Activities Director

Photos compiled by Kjell Myhre

I'll have to admit that I had a few concerns over Expo '92. The economy is a little weak and it was the time of year that people were quite busy. But, I needn't have worried. Over 150 people from 23 states plus England and Canada attended.

UP, UP AND AWAY.

The long weekend began bright and early Thursday, December 10th. Many members took a hot air balloon flight over the desert and mountains that left at 7 AM. That afternoon another hardy group took the desert jeep safari to get a closer look at the Sonoran desert's flora and fauna.

That evening, we all gathered together for our welcoming reception where everyone was treated to cocktails, snacks, conversation, a raffle and a first time viewing of Robert Lamrock's half hour television production, "Back from the Future."

DMC
1983 DE LOREAN SN #200059
Owner David & Orel Lancaster
-REYNOLDSBURG, OHIO-
List Price $34,000
ENG: V-6 Overhead Cam
2.85 LITER FUEL INJECTED
174 Cu.In. 130 H.P.
UNDERBODY SINGLE PIECE
OUTER BODY STAINLESS STEEL
APPROX. TOP SPEED: 130 M.P.H.
WEIGHT: 2800 HEIGHT-44.88"

Dave Lancaster and Mike Olson, consistent winners at multiple competitions. First Place Winner, DeLorean Expo '92 Concours. Photo: Kay Myhre

Friday morning, the techies gathered for an all day Tech Seminar in our West Courtyard tent. The morning was hosted by Jerry Jensen of the Bondurant School of HighPerformance Driving. Topics covered everyday safe-driving tips and high-performance handling.

After lunch, DeLorean One's Stephen Wynne and Ed Bernstein tackled a wide range of technical subjects until 5 PM.

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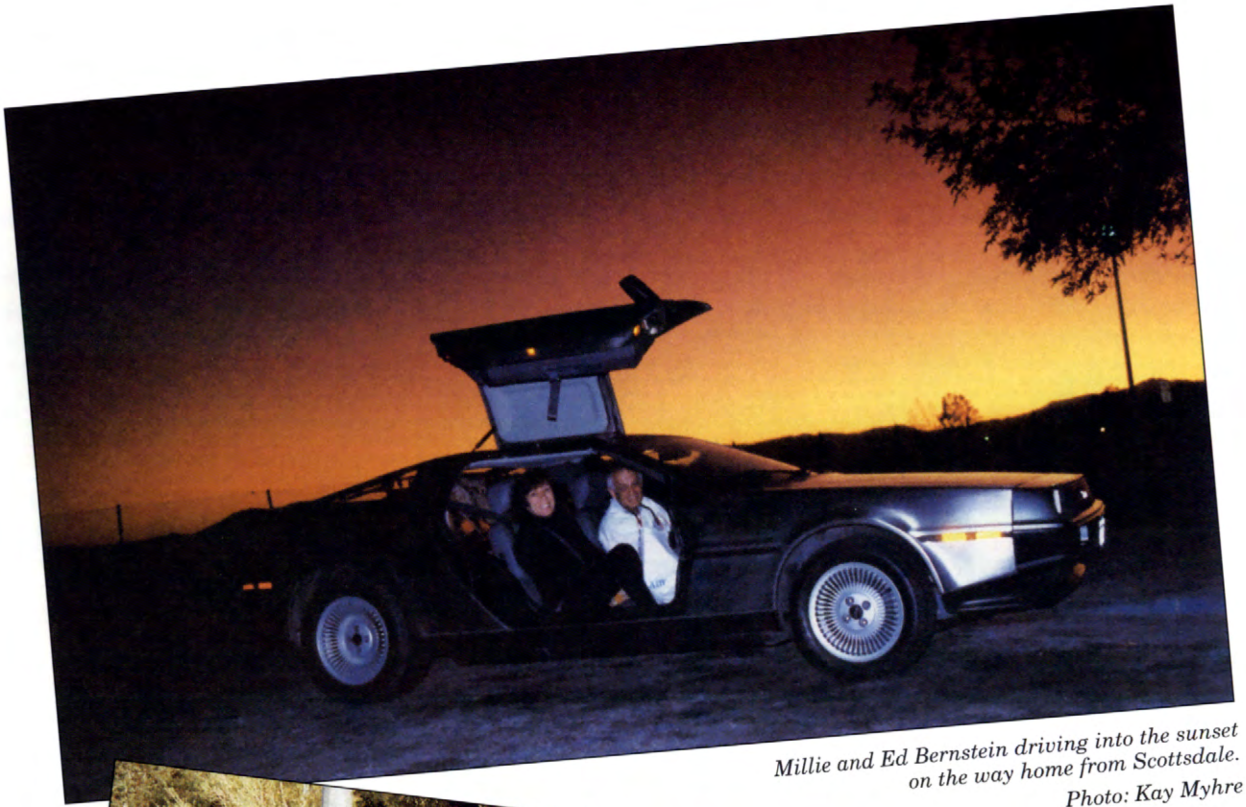

Millie and Ed Bernstein driving into the sunset on the way home from Scottsdale.
Photo: Kay Myhre

DeLorean Expo '92 Peoples' Choice Competition.
Photo: Robert Parker

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During the show, nontechies had a choice of horseback riding, Regalia's Jewelry and Accessory Show or a shopping tour at Scottsdale's Fashion Plaza.

OWLHOOTS, POLECATS AND COWPOKES.

Friday evening was cowpoke time. It was kicked off by a hayride through the mountains culminating in an outdoor barbecue and some good old down-home Western dancing.

President David Knudson addressing Saturday night banquet.
Photo: Don Sigler

Home on the range where DeLoreans roam.
Photo: Kjell Myhre

Newlyweds Robin and Christa McNeill enjoying their honeymoon at Expo '92.
Photo: Matthew Cherrie

Tech Seminar conducted by Ed Bernstein for eager participants.
Photo: Robin McNeill

Saturday was slated to be the biggest day of all. It began with a rallye prepared by local Scottsdale members, Stan and Carole Marks. The rallye took us through many beautiful communities then out to Cave Creek, Carefree and Rawhide. After a day of wandering the West, I think everyone was glad to see their rooms at The Pointe at Tapatio Cliffs.

THE FUN GOES ON. The first attraction that evening was the Product Show and Sale where members could choose from a wide range of DeLorean memorabilia, artwork, accessories, gift items and just plain parts. From the noise level, I think the various suppliers did very well.

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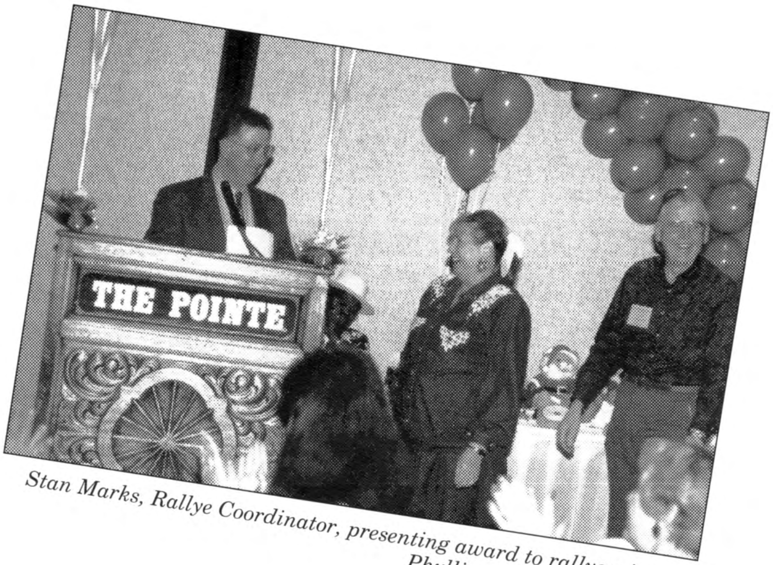
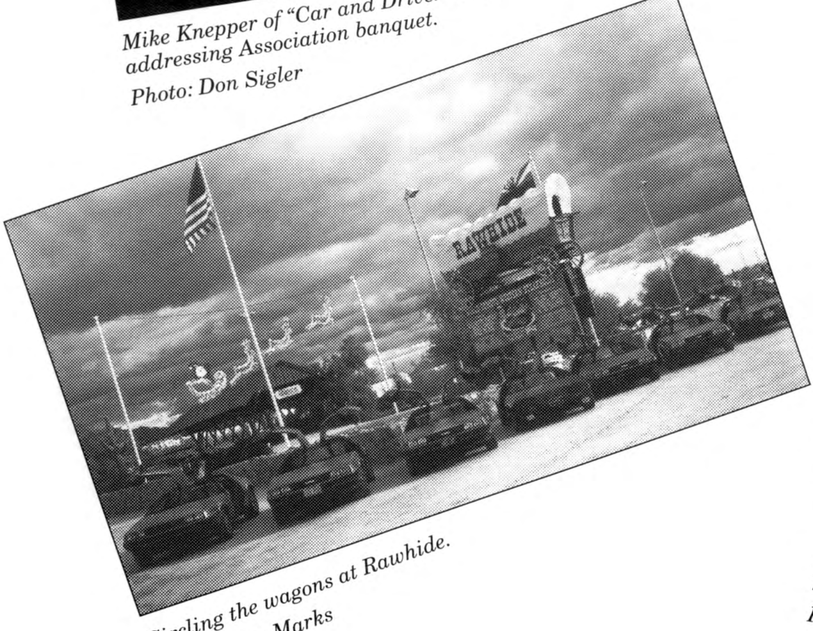
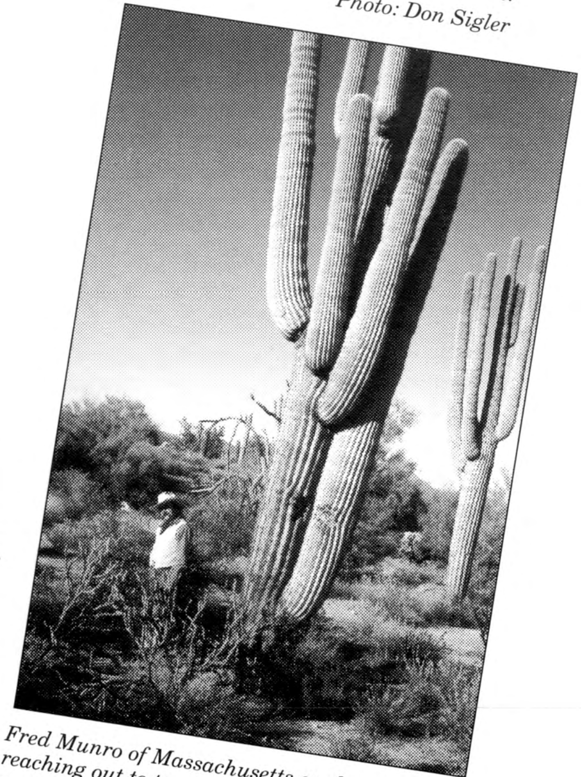
Mike Knepper of "Car and Driver" magazine addressing Association banquet.
Photo: Don Sigler



Stan Marks, Rallye Coordinator, presenting award to rallye winners, Phyllis and Jack Balderston.
Photo: Don Sigler



Circling the wagons at Rawhide.
Photo: Stan Marks



Fred Munro of Massachusetts on desert safari, reaching out to touch a cactus!
Photo: Eleanor Rogers

INDIVIDUALITY

COVER STORY: ONE OF A KIND!

FUZZY DICE TO TWIN TURBOS

By: G. T. Avellon

I've always had a love affair with the automobile. Much to the chagrin of my parents, my first word was 'car'. I even had one of those plastic steering wheels suction cupped to the dashboard of our Studebaker. My father always said if my head ever cracked open, sports cars and women would be the only contents to fall out. Some things don't change with age.

I grew up in the age when it was vogue to put Continental wheel kits, fender skirts, custom tail lights, chromed spot lights and flame decals on your 1958 Pontiac or Chevy model kit car. Then some fools actually DID that to their first set of wheels. However obscene this appears now, it was an expression of individuality: "This is mine! Look! I just blew a whole week's allowance on these reflector studded mud flaps and fuzzy dice!" Even today at parking lot car shows Fridays and Saturdays across the country, people will flock around the cherry '57 or customized chop top with Frenched lights. Nostalgia.

Exotic cars, those which were infinitely unique and out of reach in anyone's budget, were dreams for many and goals for a few. We did what we could to customize and change the appearance of our cars to make them different and even reflect some of our own personality into it as well. Never mind just about everyone on the block had the same make and model, we had to change it to gain that touch of individuality or maybe even status.

The DeLorean is such a unique and exotic automobile.

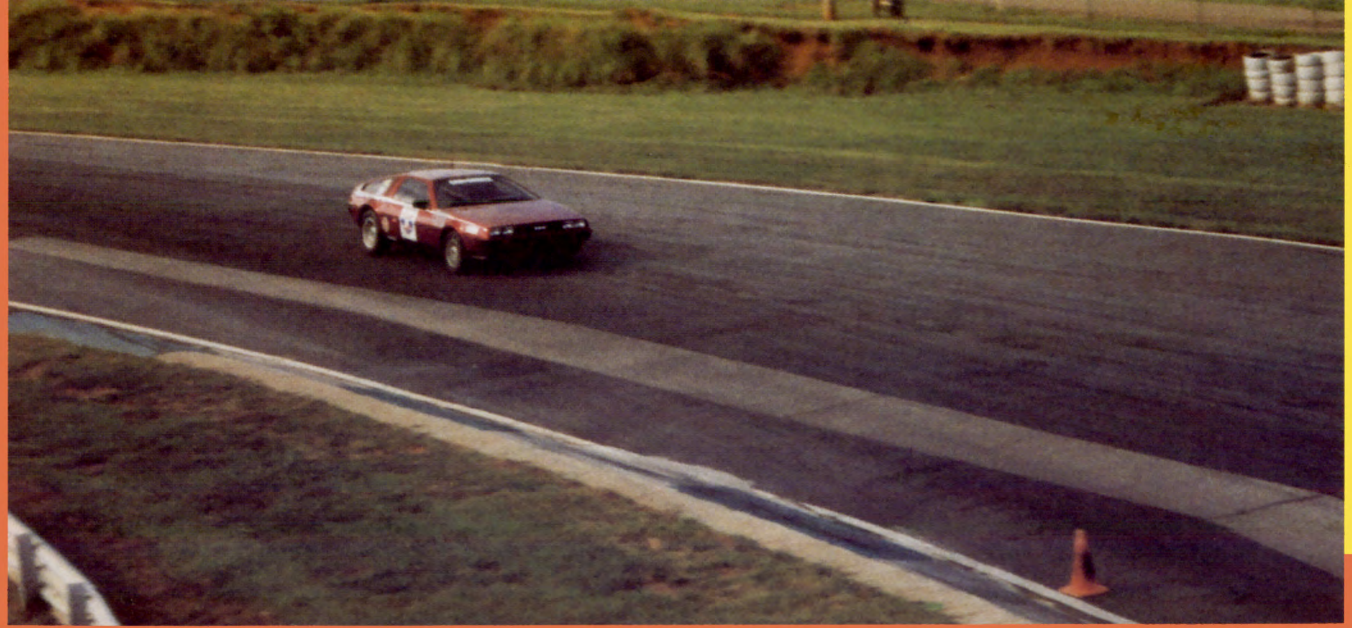
It was shortly after their introduction to dealers that I finally saw my first DeLorean. I was in eastern Pennsylvania travelling with one of our field managers and staying at a lonely Holiday Inn. I say lonely because I don't recall there being anything around it except a car dealership stuck out in the middle of nowhere. It boasted signs announcing the arrival of the new DeLorean. After dinner we actually walked across a field to see

the car I had been reading about for over four years.

Of course it was "dark-thirty" out and the dealer was closed; but there, in the middle of a brightly lit three story glass show room, guarded by roped stanchions, sat the gleaming stainless steel car with its doors up like an eagle proclaiming its dominance over the minions in its lair. And quite frankly, I don't remember what the other cars were in the show room, but there we stood outside the glass wall, separating us by a mere 20 feet, like kids in the candy store with fingers and noses pressed against the glass, drooling and gazing wide eyed as fantasies filled our minds.

I returned home and dug out a few of the old magazines which had pictures and tests of the prototype DMC-12. Maybe it was destiny why I saved these particular articles which chronicled its development.

As a materials engineer, I was interested in the stainless body; as a race car driver, I was intrigued with the alliance in chassis development with Lotus, but most of all, it was a "dream car" finally becoming a reality. It wasn't like the days when futuristic dream cars were penned by concept artists but never even closely resembled the production model. The original Ford Mustang was such an interesting concept in its two-seat form and 1/4 wind screen, far from its production name-sake. The DeLorean held true to its basic concepts and the production model



At speed at Road Atlanta 6-7-91

was a testament to John Z's dream.

The next most memorable occasion I saw a DeLorean was coming out of the Blue Fox after a business luncheon. It pulled to the front for valet parking. I remember my companions were all gawking at the leggy blonde attempting a graceful yet alluring exit from the passenger's side. My friends were obviously not car buffs but my mind went into overload because of the choices now presented; car, leggy blonde, car.....

The DeLorean flourished and floundered between the next and most significant encounter in June of 1984. We had our Fleetwood in for servicing at the Cadillac by DeLorean dealership in Lakewood, Ohio. This has been owned by John's brother Charles for decades. Naturally, he was a DMC dealer. Mark, Charles' son and John's nephew, had taken over the family dealership. So, of course, there in the middle of the showroom floor was a DeLorean; a shimmering black one with a gold bottom and matching gold wheels. It was striking. The salesman noticed my slacken jaw and had to have heard my quickening pounding heart; he sensed a "kill" as he circled me, staring into my glazed eyes. Then he uttered those fateful words, "Have you ever driven a DeLorean before?"

"N-N-No " I managed to stammer.

This man was sharp and smooth. He left me alone with the car in the showroom while he took my wife out for a drive first! The anxiety! Then it was my turn. I loved it. My only complaint was that it was too quiet, I couldn't hear the shift points.

Somehow I found myself back at the dealership a day or so later — alone. Again I approached the black DeLorean. I had begun to actively dream about this car now

and I had some serious questions to ask! The same salesman sought his prey and circled.

Being partial to red I asked if they could paint it any custom color. But of course! The base price then was $19,900. A paint application was an extra $4,500. I then cited an article I read (and still have) in a 1982 issue of AUTOWEEK regarding their experimenting with twin tubocharging for IMSA racing. Could they get some for me? His eyes squinted just slightly and a hint of a smile began widening as he gave me a conspiratorial wink and said, "I think I have just what you are looking for." He led me to the back of the service garage and under a cover was a gorgeous candy-apple red DeLorean - with twin turbochargers. Lust swept over me in an instant. I could sense its latent energy as it sat, emploring me to unleash it from its dark stable, breathe new life into its injectors and thrust it into the wind; but all I could say was, "Wow!"

I turned the ignition key and it obediently burst into life emitting the throaty timbre from its dual exhausts that I had been seeking; "Wow!"

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The salesman explained that it belonged to Mark DeLorean. He had just acquired an older custom Corvette as a new toy and recently told his staff that he was ready to part with #10006. I hadn't driven the car yet and I was ready to rip a check from its binding and thrust it upon the salesman lest he either change his mind or I awaken. The salesman explained that the car had sat for quite awhile and it may not run to perfection, would I wait until they had it cleaned and tuned before I made my final decision.

Final decision? That was already history! I tell him I'll give him three weeks to make it right because I have to be away on business and vacation. After a few moments of negotiating, I write out a 5-digit deposit check to lay positive claim to this long sought apparition which was now to become reality.

THIS was the car I had doodled on countless note pads in school in vain attempt to conceptualize my dream car. This was the concept but no one had this one. Among all the others, this one stood apart - and it beckoned me; not as with the soulful eyes of a playful puppy with a wagging tail, but as a thoroughbred daring me to tame and master its spirit while exploring its potential - if I dared. "Wow!"

Two weeks later, my family and I are vacationing in a cottage at the Jersey shore. The week has gone well. I pull out an 8 X 10" hard backed picture of a 3/4 rear view of a DeLorean I picked up the week before in a shop on Bourbon Street. This was something I could look at while trying to remember the true hues of the paint. I told my friends in New Orleans I had just purchased one as I displayed the picture attempting to describe the beautiful color, but I hadn't told anyone else yet about the purchase. I mean ANYONE! I queried the kids at breakfast what they thought of the DeLorean in the picture. It met with unanimous approval. I then turned to my wife and asked what she would think if it was in red.

Her mind works fast.

Pressing on quickly before she could speak, I explained that I had only placed a deposit on one, subject to my driving approval after it has been prepped.

She knew it was sold and bought, hook-line and-sinker!

I tell her how lovely she looks as the morning sun highlights her hair, augmenting her natural radiant beauty...

She ain't buying one word. But she loves me. The following week while I'm away she stops to view the car. She agreed it was striking, then spent the next ten days seeking insurance. When we arrive at the dealership to receive the car, the salesman presents my wife with a dozen long stemmed roses. (Didn't I say he was sharp?) Mark DeLorean greets us as well and expresses his good wishes.

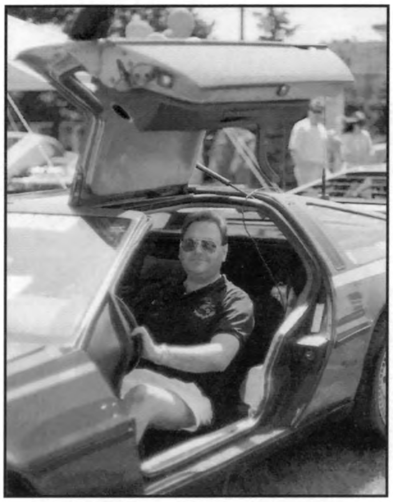
Nelson Ledges: The red car in "One Lap of America" Cannonball Race, 1991.

This was not the first car they had painted. John DeLorean had worked closely with PPG in the middle of 1981 to develop a paint and primer system which would work on stainless steel. The purpose of painting the car was twofold: one, it offered a degree of individuality and exclusivity (due to the higher cost) for personalized expression; secondly, if a car was damaged, it could be reskinned but it would be difficult and costly to match the soft grain lines. Therefore, painting would present an alternative option. The first color they tried was black as it is a color which could hide any base imperfections.

Everyone in "automobiledom" was aware that the car lacked the ponies its visual image portrayed. So, about the same time the painting processes were being developed, DeLorean was looking at turbocharging. A single turbo was first tried on an automatic. Legend Industries was doing development work on a twin system, the theory being to reduce turbo lag with the smaller twins like the Formula 1 race cars. However, a more active pursuit was taken by an entrepreneur by the name of Tom Dieckoff from New York. He visited Mark on several occasions to develop a working prototype. Special intake and exhaust manifolds had to be custom cast and mated to a matched pair of IHI (because you cannot pronounce nor spell the name) RHB 52 turbos. The exhaust was then passed through two small mufflers via larger 2" pipes. Notice we didn't mention "catalytic converter"? (I still got it through emissions testing). This is the system that went on Mark's car, the first working twin turbo.

As a result, Tom founded Island Turbo, so named because he lived in Long Island. He was engaged to Chapter 36 coordinator Eleanor Rogers, but sadly met an untimely death. Eleanor also drives a DeLorean. She has continued the company's endeavors under the name of Turbo Manifold Company in Wheatly Heights, New York, still providing DeLorean owners with a reliable means to increase their car's performance as intended.

Mark also wanted something special. They employed a young painter who previously worked for a custom shop to paint #10006. All moldings and trim came off. The car was sanded with 300 grit to increase adhesion and a special acid primer was used. I recently tracked him down and found him to be working for another custom shop, Taddie's in N. Royalton, Ohio, because I wanted to know the color and process used to paint my car. Keith told me there are now several newer primers on the market which work quite well on stainless. Once primed, Keith applied a silver base coat. He then blended two clear red lacquers together to get the right candy color. When Mark had shown the car, people would ask for the name of the color. They refused to give the names, blend ratio or paint another like this. Mine was to remain unique. (Well, I was certainly impressed!) Several clear red coats were applied for depth. Then, to set this model apart from the rest and to announce to other would-be predators that this car was nothing to mess with, Keith air brushed a stripe along the sides and within the stripe painted the ominous words, 'Twin Turbo'. It received positive reactions from crowds everywhere the car was shown and indeed, the custom paint gave the car its own personality.


G.T. Avellon, former Formula I race car driver.

This model was special from the paint to its turbos as it had everything which was to be formally offered as an option in the 1983 model year. It even had a 0 to 170 MPH speedometer. When I brought the car home, it had a little more than 4,200 miles. Because there were so few DeLoreans made and even fewer yet were painted, Mark doesn't believe the painted ones will detract from the value of the car since it was to be an option.

I later got to meet Mark's wife. My wife, Linda, and she had their hair done at the same salon. She told me that she and Mark were glad an 'ex-race driver' (sounds like a real has-been when "ex" is used before anything other than "wife") who would really appreciate it, bought his car. Then, in a whisper she said, "I was with him when we had it all the way up to 100 MPH!"

Greetings from Atlanta.

I just smiled. I already had it way beyond that long ago. I found a local station which sold "blue" gas, a 113 octane racing fuel. I bought five gallons and added a couple on top of my Ultra 94.

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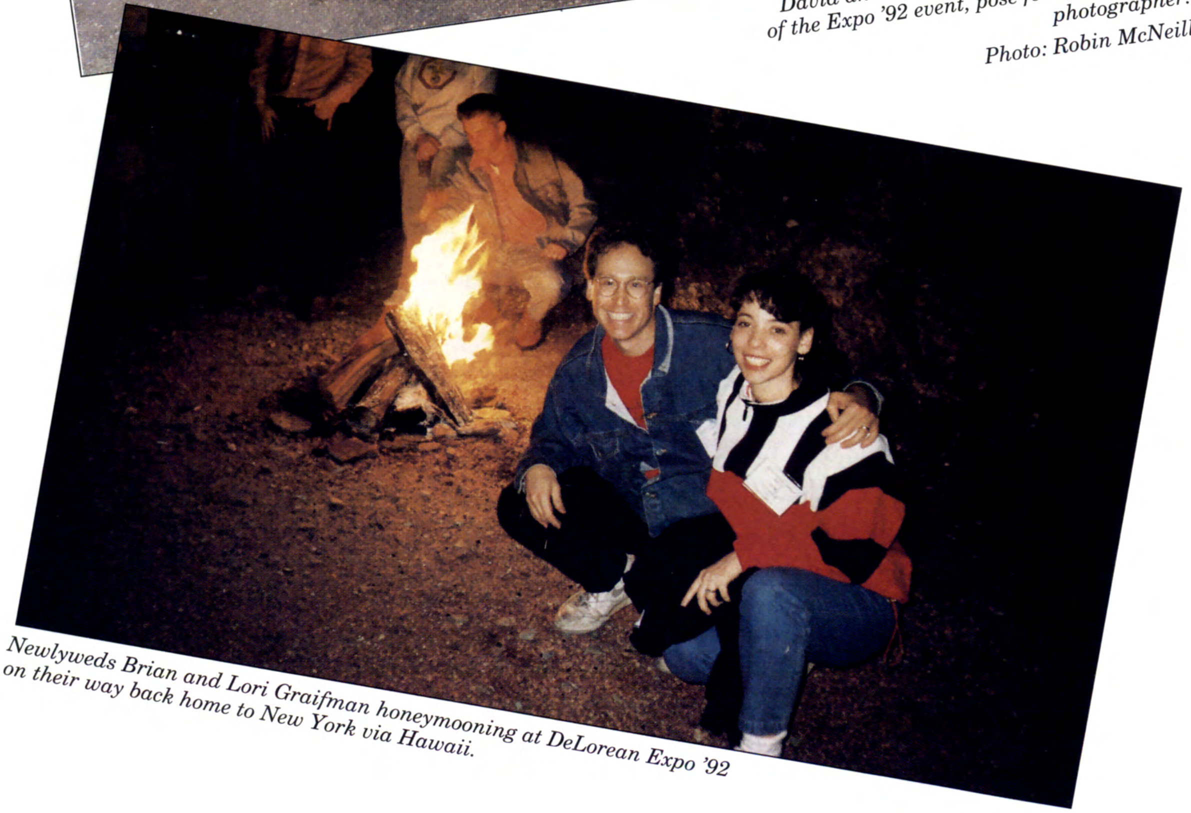
After the buying frenzy died down, it was on to the big banquet where everyone enjoyed a Southwestern style buffet, a program and a raffle.

The program included a talk by President David Knudson, Membership Director, John Truscott, DeLorean World Editor Kay Myhre and rallye trophies presented by Stan Marks.

David and Mary Lou, the main architects of the Expo '92 event, pose for Car & Driver photographer.
Photo: Robin McNeill



Newlyweds Brian and Lori Graifman honeymooning at DeLorean Expo '92 on their way back home to New York via Hawaii.

EXPO 92

Keith Pratt from England filled everyone in on the 1993 Euro Expo and Don Sigler, Concours Director, spoke about the upcoming People's Choice Competition. Julie Duteau from British Columbia won the award for driving a DeLorean the furthest to the Expo.

The raffle was emceed by Ed Bernstein who had everyone in stitches as he raffled off it seemed like hundreds of cactus dolls in addition to a great collection of other prizes purchased by Delores Hales and contributed by many different suppliers.

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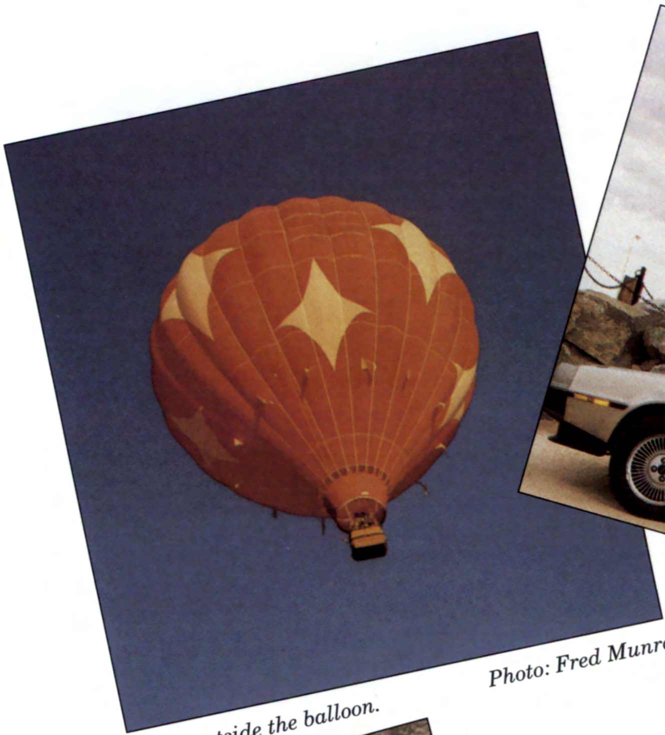
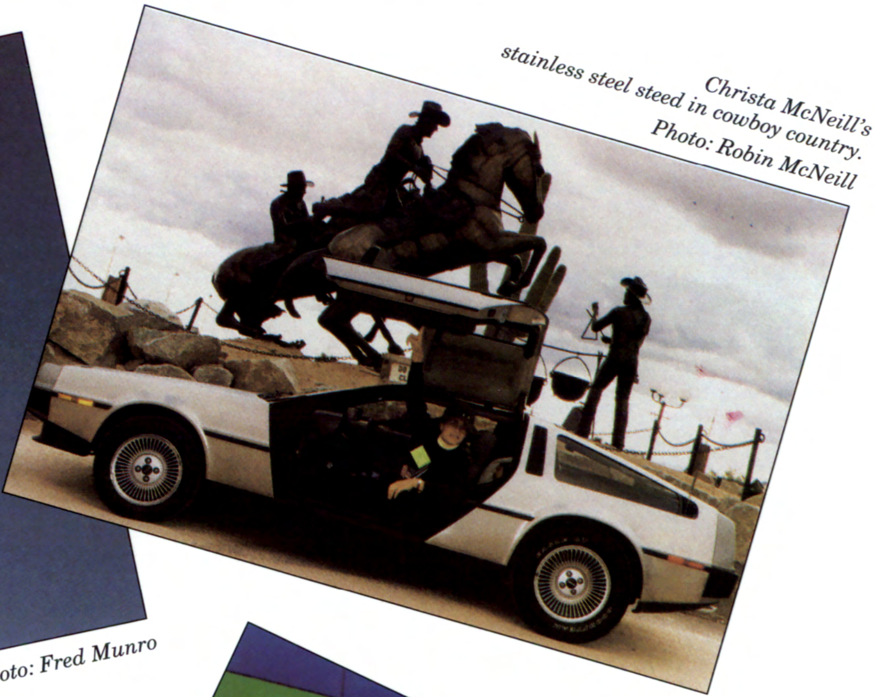


View outside the balloon.

Photo: Fred Munro

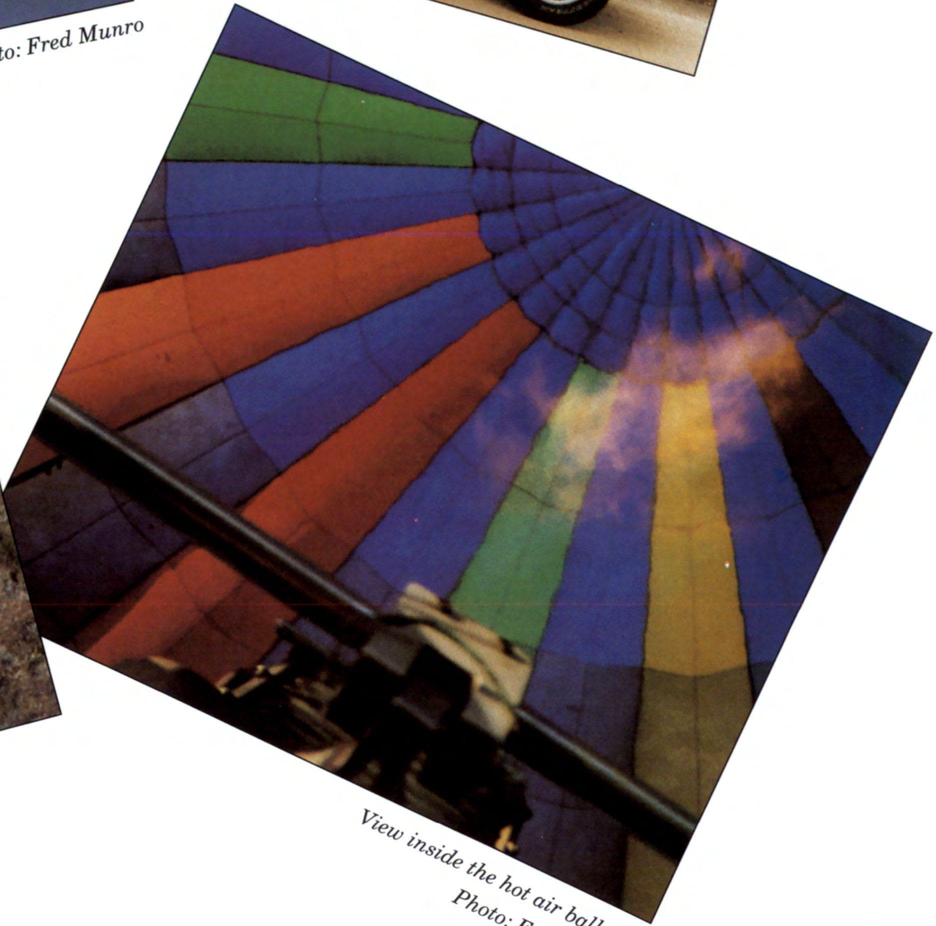


Christa McNeill's stainless steel steed in cowboy country.

Photo: Robin McNeill

Below the balloon, the shadow lurks.

Photo: Fred Munro



View inside the hot air balloon.

Photo: Fred Munro

EXPO 92

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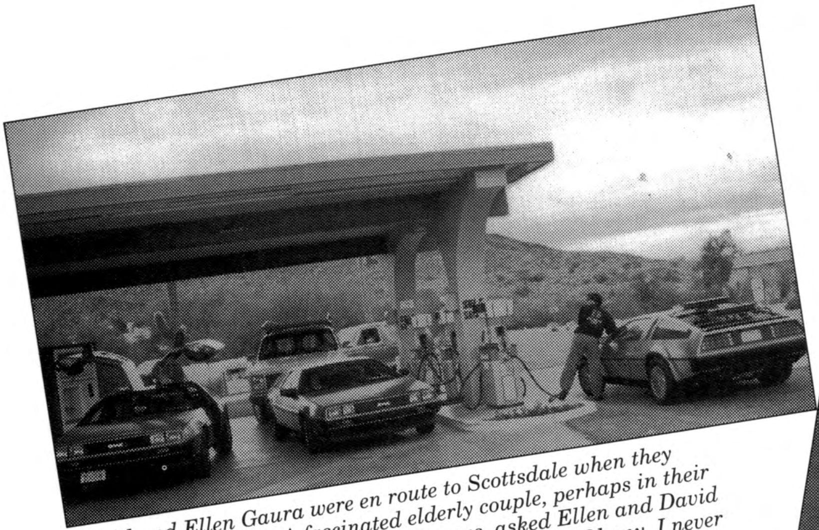
Sunday morning, a beautiful selection of stock and modified DeLoreans assembled for the People's Choice competition. Stock winners were Dave Lancaster, First Place and Dorothy Bradley, Second Place. Modified Winners were Harry Ward, First Place and Stan Marks, Second Place.

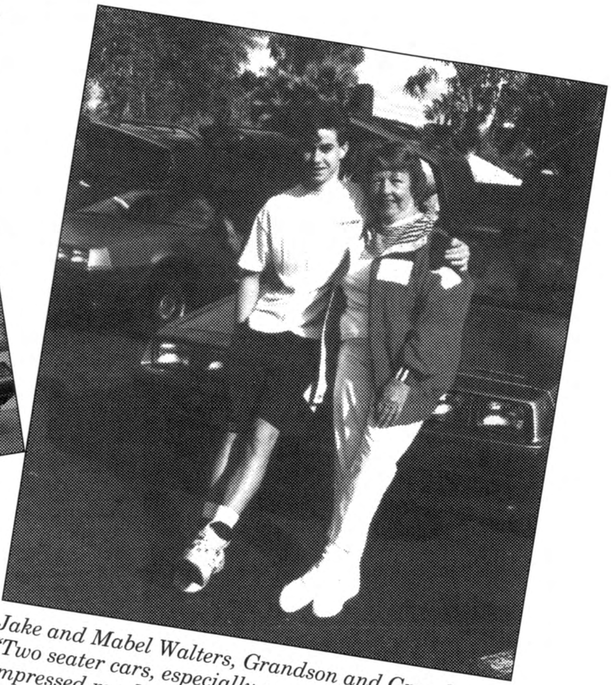
People's Choice was our final activity in a very full weekend. Although a little chilly in the evenings, the weather cooperated every day.

I look forward to seeing you at the Euro Expo in Belfast September 9-12, 1993.



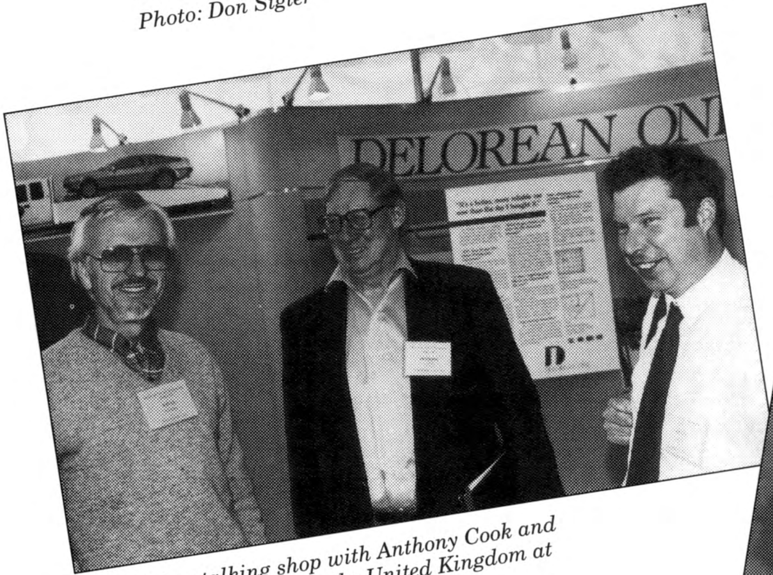
David and Ellen Gaura were en route to Scottsdale when they stopped for gasoline. A fascinated elderly couple, perhaps in their seventies or eighties, also stopping for gas, asked Ellen and David to open and close their doors. The lady exclaimed, "Oh my, I never thought I'd ever get a chance to see one of those cars!"

Photo: Don Sigler



Jake and Mabel Walters, Grandson and Grandmother. "Two seater cars, especially racy looking ones, have always impressed me. My first was a TR2 in 1954 which I drove for many a happy mile before giving it to my son for his 16th birthday in 1962. Now in 1992 I've given my '82 DeLorean, with a limited happy mileage of 15,000 miles, to his son Jake for his 16th birthday. This was my first DeLorean Expo and I was glad to have my grandson accompany me. Participating in the Expo '92 was a great experience for us both. Jake learned a lot about the car, its performance, and how special a DeLorean is. I enjoyed the camaraderie of the other owners and we both look forward to Belfast in '93." Mabel Walters.

Photo: Kay Myhre



Kjell Myhre talking shop with Anthony Cook and Keith Pratt visiting from the United Kingdom at the DeLorean One exhibit.

Photo: Robin McNeill

Products Fair.

Photo: Robin McNeill

EXPO 92

DRIVING TO EXPO '92

by Steve Fincher

On a fine, clear Saturday in East Alton, Illinois (20 miles Northwest of St. Louis), Kathy Kenehan and I started out on our trip to DeLorean Expo '92. The previous night, we had closely watched the Weather Channel and had seen an oncoming winter storm headed our way from California. We began our journey and hoped for the best.

Late that afternoon, about fifty miles outside of Tulsa, Oklahoma, the skies turned dark and the snow started to fall. With very few exits to escape from the turnpike, I let Kathy, who had been driving, push forward. Almost immediately, we realized that we made a wrong decision. Bridge overpasses had already turned into ice skating rinks and speed limits fell to forty miles per hour maximum.

We came upon three snowplow trucks, running a staggered three abreast, clearing snow from all lanes at a much slower pace than traffic. Kathy took the outside passing lane to go around snowplows one and two. As we inched by the second truck, we started up an incline which caused Kathy to accelerate our car so we could complete passing the second truck. Suddenly, the rear wheels broke traction and our car started veering toward the median. Rapidly, Kathy corrected by letting off the accelerator and turning the wheel to the right. Unfortunately, she overcorrected a little and we started to glide diagonally to the right across all lanes of traffic. I looked to my right expecting to see a large orange truck come crashing through my door, but to my surprise the driver had anticipated our slide and had slowed previously to avoid us. We continued our sideways trek and I fixed my eyes forward on what was ahead of us.

Fortunately, there just happened to be an on-ramp where we were exiting sideways. Luck was with us. If it wasn't for this extra lane, we would have been in a drainage ditch beside the highway As we came upon this last lane, Kathy applied the brakes and cut the wheel slightly to the left. Just as the pavement ran out and the snow covered grass started, our car came to a halt, inches away from the ditch. I put the car in park. I then got out of the car, took a deep breath, and walked around the back noticing the brake lights were still on. I then opened up the car door and pried Kathy's foot off the brake pedal and helped her to the passenger side.

We drove a difficult twenty miles to get to Tulsa so we could get off the road and stop for the night. I then realized how lucky we were to be there all in one piece. This, I believe, had to do with Kathy not panicking when she went into the skid and not applying the brakes which kept us going semi-forward and not spinning wildly out of control.

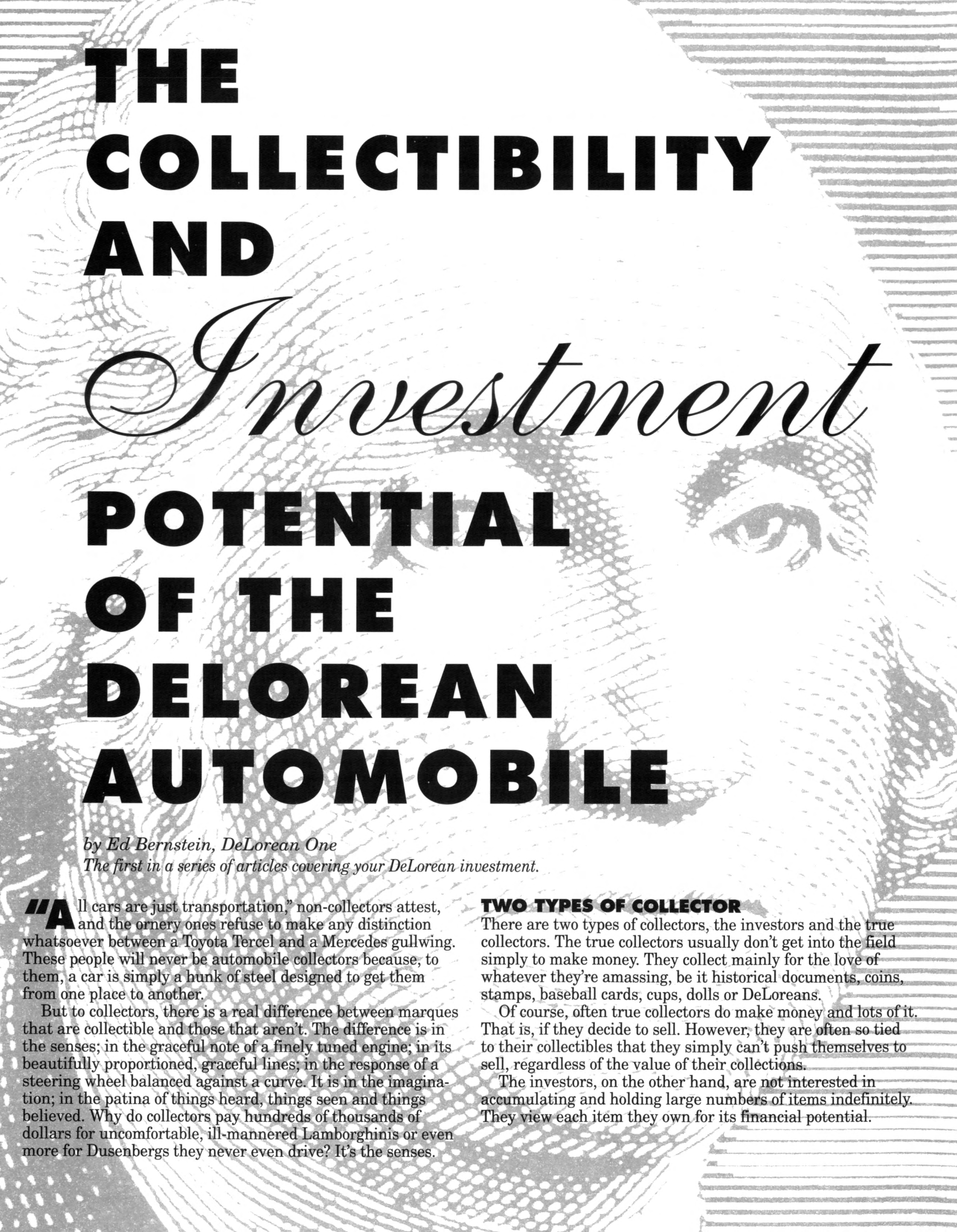
The next day brought on new challenges with snow, icy overpasses, fog, and car difficulties on top of that. With no idea of any repair facility in New Mexico or Arizona, we called John Truscott (Membership Director) and with his help and the DeLorean Owner's Association Service Directory, I found someone in Phoenix to repair my car.

We finally did arrive and the car was repaired. I would like to thank John for his help and also all the other people involved. But even with all the challenges we had, we would like to say that it was well worth the trip! We had a lot of fun with all the new friends we met at the DeLorean Expo '92.

SPECIAL THANKS TO SUPPLIERS AND RAFFLE CONTRIBUTORS:

Armor All
Edward Allebone
Hank Bolden
Bondurant School of High Performance Driving
California Raisins
DeLorean One
DeLorean Owners Association
Everen Brown Advertising
Tom and Barbara Gomez
Jim and Delores Hales
J & J Enterprises
Gary Masie
Milton McDonald
Don Sigler
Jon, Debbie and Nissa Spurlin
STP
Turbo Manifold Company
Andrew Virzi
Charmaine Willmirth, Applause

Kathy Kenehan and Steve Fincher, on Arizona highways, pointing to The Pointe.



THE COLLECTIBILITY AND *Investment* POTENTIAL OF THE DELOREAN AUTOMOBILE

by Ed Bernstein, DeLorean One

The first in a series of articles covering your DeLorean investment.

"All cars are just transportation," non-collectors attest, and the ornery ones refuse to make any distinction whatsoever between a Toyota Tercel and a Mercedes gullwing. These people will never be automobile collectors because, to them, a car is simply a hunk of steel designed to get them from one place to another.

But to collectors, there is a real difference between marques that are collectible and those that aren't. The difference is in the senses; in the graceful note of a finely tuned engine; in its beautifully proportioned, graceful lines; in the response of a steering wheel balanced against a curve. It is in the imagination; in the patina of things heard, things seen and things believed. Why do collectors pay hundreds of thousands of dollars for uncomfortable, ill-mannered Lamborghinis or even more for Dusenbergs they never even drive? It's the senses.

TWO TYPES OF COLLECTOR

There are two types of collectors, the investors and the true collectors. The true collectors usually don't get into the field simply to make money. They collect mainly for the love of whatever they're amassing, be it historical documents, coins, stamps, baseball cards, cups, dolls or DeLoreans.

Of course, often true collectors do make money and lots of it. That is, if they decide to sell. However, they are often so tied to their collectibles that they simply can't push themselves to sell, regardless of the value of their collections.

The investors, on the other hand, are not interested in accumulating and holding large numbers of items indefinitely. They view each item they own for its financial potential.

A FEW TIPS

Whether you're an automobile investor or a true collector, here are a few tips from the pros:

1. Chemistry. Only buy a car you really like. If you are investing in a contemporary automobile, it could take several years before demand for the marque is strong enough to affect its price. In the interim, you should be able to enjoy it. People who have a passion for a particular car tend to maintain it more sagely.

2. Knowledge. "Buy the book before you buy the item," is good advice whether you already own a DeLorean or intend to buy another. In other words, know your investment inside out.

DeLorean collectors have access to libraries of DeLorean World magazines, workshop manuals, service and technical manuals which are just a phone call and a few dollars away.

3. Refurbish. It may be almost impossible to buy a perfect DeLorean automobile at a reasonable price today, but you can create an almost perfect DeLorean by selecting a good, sound, basic, original car and improving it from there. The key here is to do the work right or have it done right.

We've all heard stories about people who've picked up great DeLoreans for very little. With few exceptions, those "deals" I've seen were far from it. Don't depreciate your investment with make-do parts or work. You'll pay for them in the long run.

4. Stay stock. Any item which is installed on your car should be original equipment, manufacturer's replacement or it must enhance the function or reliability of an original factory-installed system or component. Nobody wants a Tiffany lamp with a plastic lampshade.

5. Don't throw good money after bad. I have seen many DeLoreans that look fine but have severe engine problems. Conversely, I have seen those that run well but the body is battered and the interior is torn to pieces. If your car runs like junk and/or looks like junk, you can be assured that you are the owner of a piece of junk, and for heaven's sake, don't buy someone else's junk. In either case, it's a good chance it will cost more to rehabilitate it than it's worth.

THE PEASANTS AND THE BOTTLE OF WINE

A story is told about two peasants who, after working in the fields all week, get paid on Friday. They both rush off to buy a bottle of wine for 2 rubles. One leaves the store in haste, jumps upon his horse-drawn cart and races towards home, quickly drinking the wine as he bounces along. By the time he reaches his house, the wine is gone. He falls off his cart, stumbles into his house past his wife and children and falls onto his bed in a drunken stupor. All he gains is a hangover.

The other peasant also rushes home. But when he arrives at the door, he kisses his wife, hands her the bottle of wine and hugs his children. He releases his horse from the cart, feeds and waters it and then gets cleaned up for dinner.

When he arrives at the dinner table his wife lights the evening candles, he pours a very small amount of wine into the glasses of his 2 children and his wife before pouring a small portion for himself. Then, he utters a prayer of thanks for all his blessings and together, they enjoy their meal.

Each Friday, for the following 10 weeks, he performs the same tasks before supper and continues to pour small amounts of wine from the original bottle into his and his family's glasses. On the Friday of the 11th week he notices that the wine is almost gone. Prior to going to work the following Monday, he draws a small amount of sparkling fresh water from the well and adds it to the wine in the bottle so it will last another week.

The following Friday evening, the family enjoys the last of the wine. He and his wife place the children in their beds and sit together by the glowing embers of the fire in the hearth. He holds her closely, glancing over her shoulder at the empty bottle on the table and tears fill his eyes. He realizes how fortunate he is to have so much.

Clearly, the second peasant, who possessed the same amount of wine as the first, got far more out of his possession.

This parable could as well have been about DeLorean owners. Many neglected and used up their cars quickly. Then they stuck them in garages or sold them off at a big loss. Others kept them, driving them prudently and carefully maintaining and savoring every inch of their unique possession. This group has already reaped numerous rewards from their cars and there are many more to come.

We may own many automobiles during our lifetime but I think it would be wise to pause a moment and dwell upon our very unique DeLoreans. Give some thought to how much enjoyment and happiness they can bring to us and our families with just a little care and appreciation.

When it comes to the world of collectibles, "Our cup runneth over."

DELOREAN STORAGE PREPARATION

by Stephen Wynne, DeLorean One

The recommended procedures for limited or extended vehicle storage are detailed below. Special considerations may be required for conditions of high humidity, extreme temperatures or other ambient extremes. Local experience will dictate any additional protective measures you should take for such conditions.

A. STORAGE LOCATIONS

Vehicles should be stored in a clean, dry, closed or roofed area, if possible. When outside storage is used, the following locations should be avoided:

1. Locations adjacent to factories emitting exhaust air which is corrosive or laden with dirt of any kind.
2. Storage under trees, where damage to finishes may occur from tree sap or droppings from birds.
3. Storage under a plastic tarpaulin where excessive condensate moisture can collect. If you use a cover, we recommend a quality weather-resistant, custom-fitted DeLorean Car Cover (Part #D1000010) with provision for air circulation. Avoid, however, a loose-fitting tarpaulin which might flap in the wind and cause paint rub-through on the fascias and surface scratches on the stainless steel.

B. SHORT-TERM STORAGE - UP TO 30 DAYS

1. In outdoor locations, fill fuel tanks to prevent excessive buildup of moisture from condensation. In indoor locations, or where any fire hazard may present itself, fuel tanks and lines should be drained.
2. Wash vehicle and wipe dry at initiation of storage. When outside storage is used, rinse-wash and wipe horizontal surfaces to remove any droplets of water. This should be done every two weeks, or more frequently where dust and precipitation settle on the vehicle. In cold climates, during winter months, wash off the vehicle to remove accumulated snow, especially in industrial areas. To avoid scratching, do not wipe dry.
3. Inflate tires to manufacturer's maximum specification.
4. Vehicles should be parked on a level surface or with the rear of the vehicle higher than the front if level surfaces are not available. This is to prevent fuel draining into the engine over a long period with possible damage to the engine by "hydrostatic lock" when starting is attempted.
5. Inspect all fluid levels and bring to specification. In cold climate areas, assure that the engine anti-freeze and windshield washer solvent protection is adequate.
6. In order to sufficiently circulate the fluids, run the engine until it reaches normal operating temperature on the temperature gauge or until it has gone through one cool fan cycle.
7. Shut all ventilator ducts, close windows and, to avoid water leakage, turn the heater/air conditioner controls to an off position.
8. Leave parking brake released to avoid pressure and damage to the braking system. Block wheels to prevent vehicle from rolling.

9. Disconnect the positive and negative battery cables at each terminal. Check battery state of charge and recharge, if necessary. The battery should be checked at regular intervals and brought to full charge to prevent deterioration. In cold climates this is necessary to prevent freezing.

C. LONG-TERM STORAGE – 30 DAYS OR MORE

For vehicles being stored for periods longer than thirty days, the following steps should be taken in addition to those listed under item B:

1. Apply a coat of wax to the painted areas of the front and rear fascias.

2. Start and run the engine until it reaches normal operating temperature on the temperature gauge or until it has gone through one cool fan cycle. Drain the engine oil and replace the filter element, refilling with the correct specification of fresh oil. The vehicle air conditioning system should be operated during this final engine warm-up to lubricate the compressor seal.

3. After the oil has been replaced, start the engine and remove the air cleaner. To get oil into the cylinders, pour 1/4 to 1/2 liter (1/2 to 1 pint) of 10W or lighter oil onto the air-flow sensor plate. Pour slowly at first, then rapidly, using the last quarter to stall the engine. Replace the air cleaner.

Photo: Andy Davey

4. Drain coolant from radiator, cylinder block and heater. Refer to the vehicle owner's manual for coolant draining instructions.

5. Remove battery and store in a cool, dry area. The battery should be checked at regular intervals and charged as necessary to prevent deterioration.

6. If practical, place blocks or stands under the front and rear suspension so that the tires do not touch the ground.

7. Drain fuel from the tank and lines to prevent gumming and to reduce fire hazard.

8. Remove windshield wipers and arms and store them in the vehicle.

D. REACTIVATING VEHICLE AFTER LONG-TERM STORAGE

1. Inspect the engine compartment, under and around the vehicle for physical damage and loose hardware, wiring connections or hoses. Inspect for evidence of oil or fluid leakage. Repair or replace parts as necessary. During this inspection, also watch for nesting creatures. These may also be found under seats or in the trunk storage area.

2. Inflate tires to recommended operating pressure, including the spare.

3. Clean battery end of cables and install a fully charged battery.

4. Lubricate the chassis suspension and steering components. Bleed and adjust the brakes, adding fluid as necessary.

5. Clean the air filter.

6. Remove the spark plugs to clean and gap.

7. Reinstall wiper arms and blades.

NOTE: *I have heard that there are several aircraft and marine fuel stabilizer additives that are on the market. They are used to deter fuel contamination over extended periods of storage. If you are familiar with any of these products, please call or write me at DeLorean One in Houston.*

SYSTEM DESCRIPTION

The DeLorean Sports Car is equipped with a Bosch electronic idle speed control system. This system is used to maintain an extremely accurate engine idle speed under all operating conditions.

IDLE SPEED CONTROL PRINCIPLE

The control principle used is based on the fact that an electronic control unit (ECU) module is constantly monitoring the engine speed during an idle condition and correcting this speed when necessary.

The idle speed regulator contains a rotary valve which controls the air flow through a duct that bypasses the throttle plates. During engine warm-up, for example, the engine speed is reduced due to friction. The idle speed regulator will open allowing additional air flow to the engine, increasing the RPM to specification. (Fig. 35)

SYSTEM OPERATION

The idle speed regulator is constructed in a similar fashion to that of an electric motor, its purpose is to control the position of a rotary valve mounted on its shaft. This valve controls the air flow through a duct that bypasses the throttle plates.

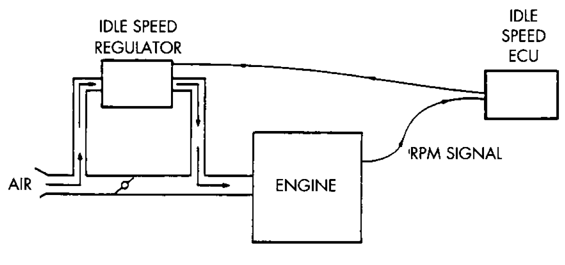


Fig. 35

The regulator is mounted on the left side of the intake manifold. (Fig. 36)

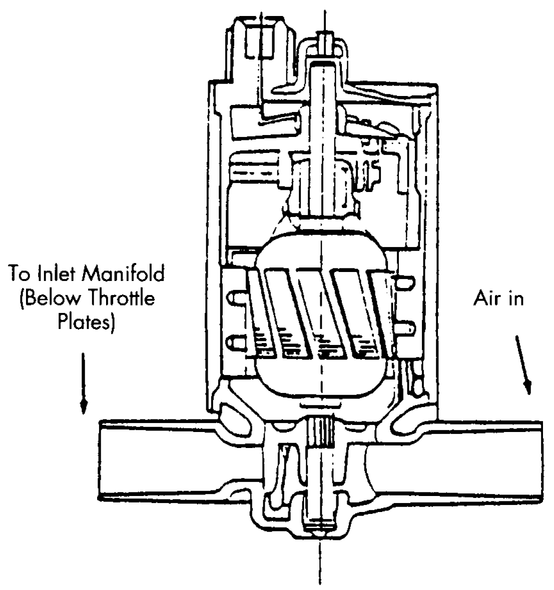


Fig. 36

The idle speed control system is only in operation when a microswitch (Fig. 37) (1) is closed by the throttle plates being in a fully closed position. This switch is located on the engine throttle linkage and allows the ECU module to operate. The ECU module senses engine speed from the tachometer and activates the idle speed regulator. The regulator changes the position on the rotary air valve in order to maintain a specified idle speed.

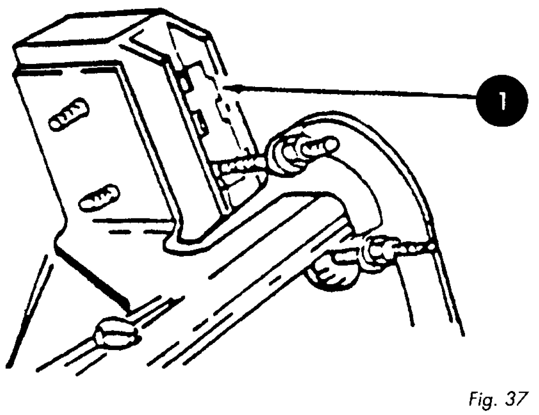
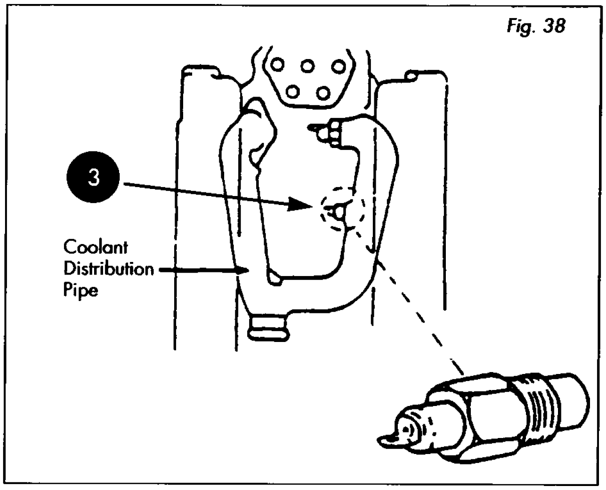


Fig. 37

At engine coolant temperatures below 15° C (59° F), a thermistor, located on the coolant distribution pipe, signals the ECU module to switch the regulator to a "wider" open position. This will increase the idle speed (fast idle) during the engine warm-up period. (Fig. 38)

Fig. 38


3
Coolant Distribution Pipe

ELECTRICAL CIRCUIT FUNCTION

The ECU module (1) receives power through fuse No. 1 from the main relay when the ignition switch is in the "run" or "start" position.

When the throttle plates are fully closed, the micro-switch (5) provides ground for the ECU module to begin operation. An idle speed diode (4) is used to prevent "feed back" to the ECU module from another circuit which also uses the idle speed microswitch to provide its ground.

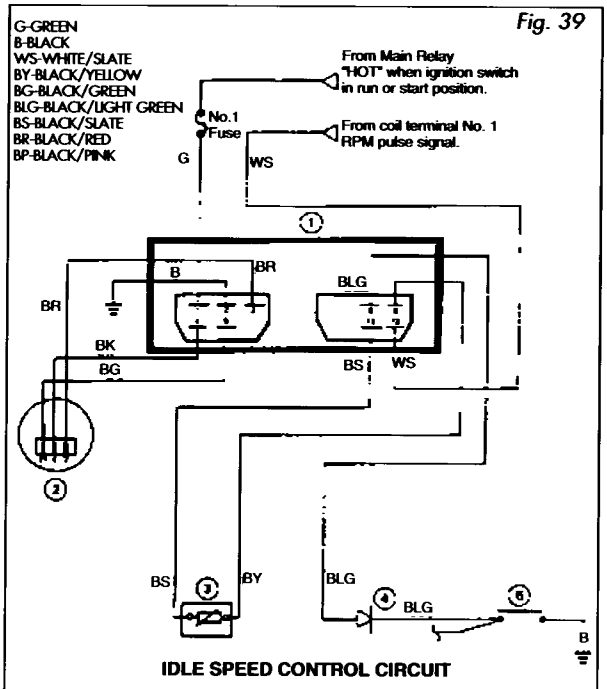
A thermistor (3), located in the coolant system distribution pipe, will activate another circuit within the ECU module when the coolant temperature is below 15° C (59° F). This circuit will provide a fast idle condition.

The ECU module receives an RPM signal from coil terminal No. 1. When the engine idle speed is above or below specifications, the ECU module activates the electric motor in the idle speed regulator (2). The signal from the module will run the motor in a forward or reverse direction which will open or close the rotary valve as necessary to achieve proper engine idle speed.(Fig. 39)

SYSTEM REPAIR NOTES

1. All of the idle speed control system parts are sealed units and cannot be adjusted or repaired.
2. The idle speed ECU module is located in the module compartment behind the driver's seat. The module is black in colour and is mounted in the upper portion of the compartment.
3. The idle speed diode is located in the module compartment behind the driver's seat. The diode is black in colour.
4. The idle speed microswitch is not adjustable and is preset to activate the control system when the throttle plates are in the closed position.
5. Engine idle speed is not adjustable. Speed is electronically controlled to 775 RPM ±50 RPM.
6. Do not disconnect the idle speed regulator when adjusting the CO level.

Fig. 39


G-GREEN
B-BLACK
WS-WHITE/SLATE
BY-BLACK/YELLOW
BG-BLACK/GREEN
BLG-BLACK/LIGHT GREEN
BS-BLACK/SLATE
BR-BLACK/RED
BP-BLACK/PINK
From Main Relay "HOT" when ignition switch in run or start position.
No.1 Fuse
From coil terminal No. 1 RPM pulse signal.
G
WS
①
B
BR
BR
BLG
BK
BG
BS
WS
②
BS
③
BY
BLG
④
BLG
⑤
B

IDLE SPEED CONTROL CIRCUIT

1 ECU module
2 Idle Speed Regulator
3 Thermistor
4 Idle Speed Diode
5 Idle Speed Micro-Switch

FUZZY DICE
TO TWIN TURBOS

continued from page 23

What a rush! I was almost to 50 before I realized it was time to shift. We went searching for Porsches.

One Saturday I had to be on the east side of town before noon. I was cruising at my customary 10 over when I spotted a sleek low car about 200 yards ahead of me. It had four large round tail lights, two per side, which looked very familiar but something you don't see too often in Ohio in traffic. At 150 yards I verified it was a Ferrari. I had been steadily closing when I realized I wasn't gaining on him anymore. He obviously saw me and accelerated. Well, so did I. He was protecting his Marque from being overtaken by a stranger; I, being a coffee addict, needed to get my "Mill and Brew" to the authorized repair station before I went into caffeine withdrawal. The traffic was surprisingly light for a four lane freeway on a Saturday morning. Besides, anyone near us was quickly moving out of our way. This is one thing I've always liked about the Front outline of the DeLorean; it has a sleek, almost sinister look giving the appearance it is going much faster than it is. I've seen drivers do a double-take when they notice me approaching from behind, then literally jump into the next lane. (Then there are those brain dead drivers who insist on claiming squatters rights to the fast lane while travelling at a speed less than acceptable to the flow of traffic and who have not a whit of an idea of what flashing lights mean — if they look at all in their mirror).

I had closed to within 50 yards and noticed we were over 135 and still going. Then I looked at the boost gage. It was at 12 pounds. Oops! As far as I knew, this was a stock engine. I did not have forged pistons, there were no four-bolt main connectors and it was obvious the wastegate, which regulates boost, on one or more turbo was sticking open as normal boost range is from 6 to 8 pounds. I let discretion be the better part of valor and backed off. This is one reason why we have gages in our cars, to monitor the mechanical working systems so we may take corrective action before causing a mini meltdown. But we must be aware of our gages constantly and not be mesmerized by the highway.

The modifications I have done, besides the safety updates, were to add pre-oilers to the turbos to keep them lubricated, strengthen the rear trailing arm pivot points and rear louvers (both kits were from Bauerle Automotive), an aluminum coolant reservoir (from DeLorean One)) and lower the front by 2-1/2 inches. Since the bottom of our cars have a flat cover, it will act as a wing to create lift if too much air gets underneath, such as cresting a hill while approaching triple digit speeds. Lowering has given me better and more consistent tire wear, increased high speed stability but will also decrease top end speed.

The turbos are great for climbing grades in 5th gear, through the mountains or rolling hills without taxing the engine. Just be aware of its potential; i.e., never jab the throttle to the mat while in the middle of a turn, remember you are now in a rear engine automobile. But, for that added enjoyment and satisfaction when that pesky GTI wabbit (of all the cars on the road, these owners must think Fahrvergnugen means 'you can't touch this'), BMW, or just about 98% of everything else on the road challenges you at 55-65, a drop to third gear brings the turbos spooling to immediate boost pressure, and the vehicle and your adrenalin launch forward with the awesome grace of an F-14 catapulting from the deck as you leave the doors of the other vehicle fluttering in your wake.

Sure, for the money I could have had a Corvette or Porsche, but what do we really have? Something we see coming and going around every corner. I remember when sports car drivers (Packard owners too) would wave at each other as we drove by. Now, no one even bothers — unless you have something really unique, like a Diablo or DeLorean.

Everyone stares at the DeLorean. They don't see them that often and its styling is ageless. Get a few of our Chapter members together and you create an instant crowd around our cars. It's always amusing to watch people in your mirror making "the sign of the gull" as they explain the workings of the doors to their companions. Recently, one person looked so ridiculous walking with his arms semi-extended over his head, if he had stood on one leg he would have looked like the 'Karate Kid'. Linda has remarked that she now knows how movie stars must feel.

One time, returning from Hilton Head, a car I had just passed was proceeding to overtake me. As I looked over at the car I noticed a small bright red light from inside. If I was on a freeway in L.A.. I would have taken immediate evasive action. Closer examination revealed it to be the Auto LED from a camcorder, not a laser sight. They were filming the car and wanted me to pass again.

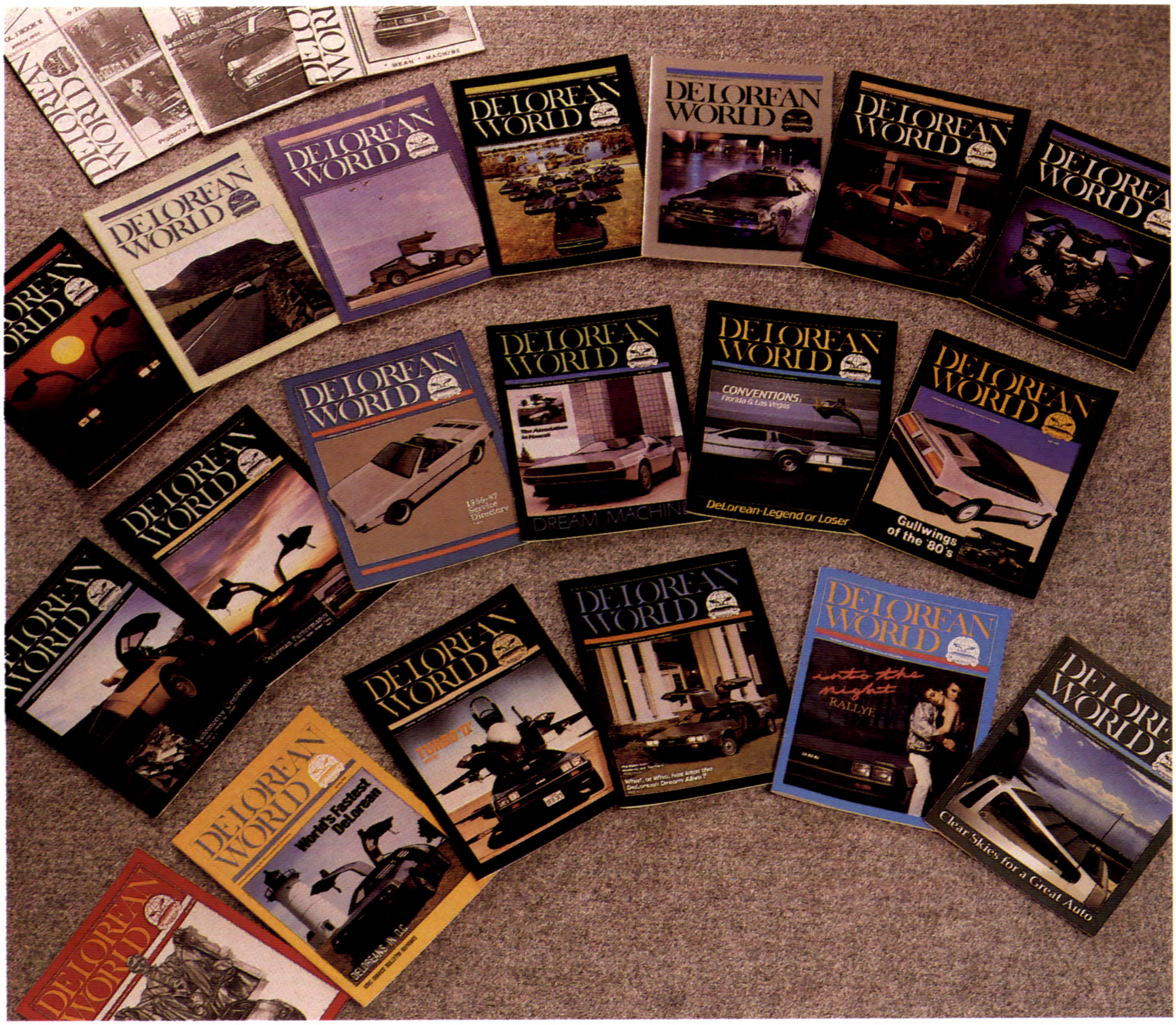
At first, I was almost paranoid about driving and parking the car. I still put a cover on it when parked for any length of time or at a motel overnight. There is usually a small crowd around it speculating what's underneath. Linda and I enjoy taking the car out more and meeting people. She even bought me a pair of custom sheepskin seat covers for our anniversary. Did I mention she has a natural radiant beauty?

Our turning point was the DeLorean Owners Association meeting at Cape Cod. Linda realized I wasn't the only one "certifiable" for a padded room. We met so many friendly people that we all enjoyed each other's company...all because of a car. Our club activities have been social, to be with people we like who are also afflicted with the same malady, as well as to help each other with problems and solutions for keeping our cars in top form.

Women and cars?? Our XX counterparts may not understand how men can "lust" after an inanimate object. Believe me, ladies, it's not the same type we reserve for you. This is different; maybe it's a "guy" thing, but with a car we KNOW we can be its master, at least it's something we can understand. The girls I knew in school only cared about cars enough to decide if they wanted to be seen riding in it by others. The women of today take a more active role in everything they pursue. They are the very cohesive force of Chapter 23. So we take our cars out to drive them, to enjoy them and others of this ilk.

Last year I watched a person drive his $3.5 million Ferrari GTO (1963) in a vintage sports car race. People who knew what the car was thought he was crazy. My soul knew that this is what the car was bred for; to be revered as a work of automotive art, yes, but it was meant to be driven, to be enjoyed and to win. And win it was doing at the hands of a very capable driver who was extracting the very essence of its mechanical prowess and enjoying the ride.

The DeLorean is the ultimate affordable BAD ride. The proverbial 'Kitty Wagon' we were all in search of in the days when the Golden Arches sold less than One Million. If I owned this car when I was a teenager in the 60's, no telling how many paternity suits I'd still be paying. (Which is why my son was 23 before he got to drive my car.) The DeLorean was the light at the end of the tunnel. A chance to own a special, neck-snapping, head turning esoteric exotic car I can enjoy, now; and I don't have to watch in anguish, as I have so many times before, as it depreciates and rots into oblivion. It offers us, driver and significant other, a chance to commune with each other and with the pure pleasures of driving and taming a very capable yet obedient steed. And, if you're into getting envious stares, well, that's the bonus.



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DELOREAN OWNERS ASSOCIATION

WE WANT TO HEAR FROM EXPERIENCED CARS

By Jack Balderston

The DeLorean Owners Association plans to honor its more experienced cars by publishing their VIN numbers (and owner's names) in future issues.
If you have over 100,000 miles on your car, please call or write to our Executive Director, Mary Lou Knudson, at (818) 352-7232 or at the address on this issue's masthead, giving your current milage. Classes to be honored are those over 100,000 miles, over 150,000 miles and over 200,000 miles. With time, we will add new classes. We know there are happy cars that enjoy the public's adoration as they travel around the streets of the world (we have cars on four continents!). It is time that these cars receive their due reward. If you think you hold the milage record, send us a picture (of the car, not the odometer). Be sure there is a smile on the hood and a swish to the tail. No down-in-the-dumps or up-on-blocks cars are admitted to this exclusive society.

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1983 DeLorean, serial number 20089, one of the last produced, 5-speed, light grey interior, never road driven, 61 actual miles, original window invoice, stored in climate controlled environment, $29,500/offers trades. Parts available including left front fender. Send SASE to J. Capizzi, 8600 W. Bryn Mawr, #770N, Chicago, IL, 60631. (312) 399-0999.

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MEMORABILIA

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Dual exhaust System w 2 headers	$480.00 set

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The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0-60 mph .... 6.3 seconds
- Top Speed .... 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

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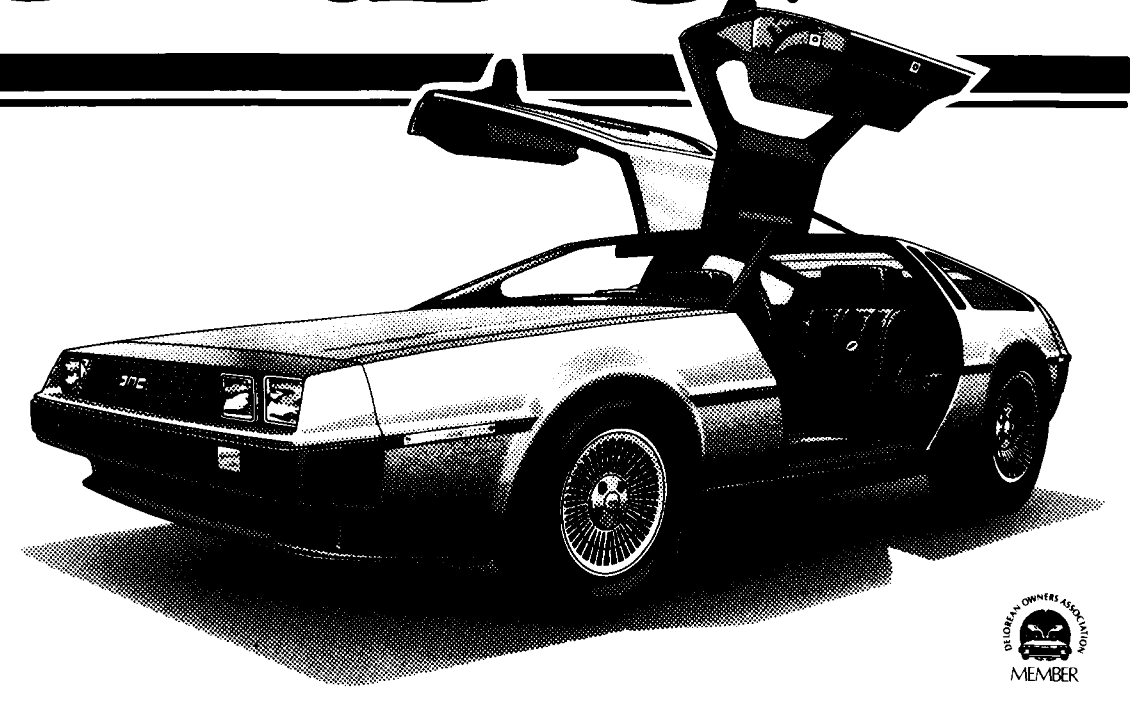

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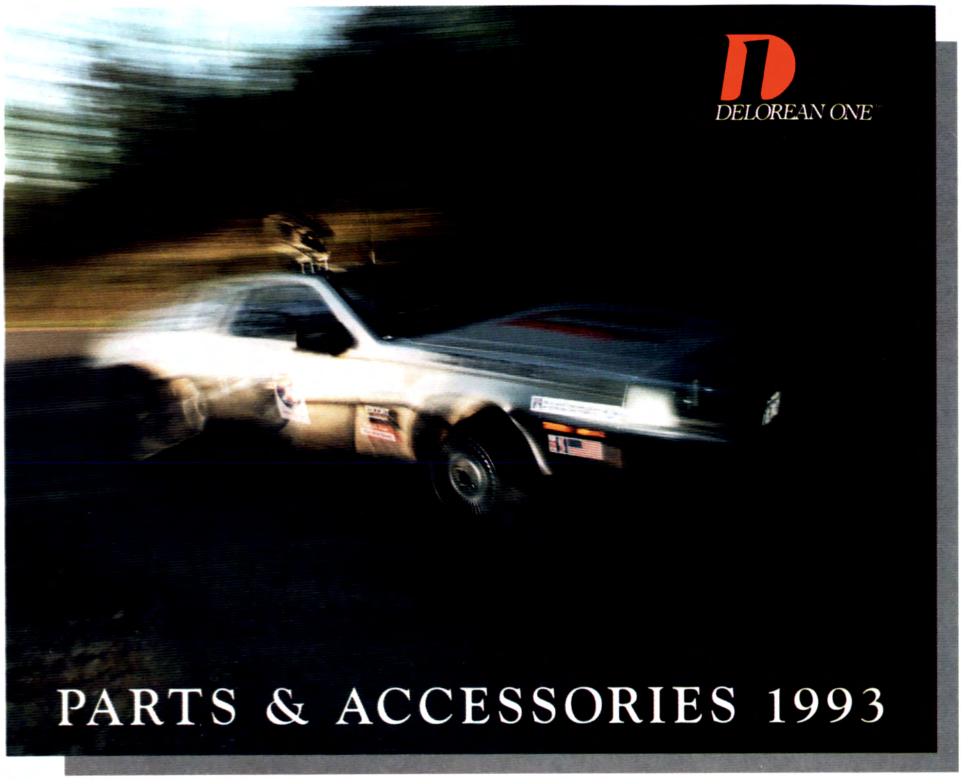

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